

Hamilton signs new two-year Mercedes deal

AUTOSPORT

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8 JULY 2021

F1 2021

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Norris shows he belongs running with Formula 1's elite

When we put McLaren's recovery (4 February) and Lando Norris (29 April) on Autosport's cover, we knew things were heading in the right direction, but we didn't expect the combination to be fighting Mercedes quite as soon as the Austrian Grand Prix (see page 14).

Norris and McLaren had already scored podiums, but last weekend was the first time that they were able to fight Mercedes over a race distance. Yes, Norris only made it into third place in the end thanks to Lewis Hamilton's damage, but had he not been so competitive Mercedes could have managed the situation and still been second and third, probably with Hamilton ahead to maximise his points tally.

Nobody expects McLaren to consistently get among the Mercedes and Red Bull drivers this year, but it shows that the team in orange is maintaining its momentum. And it's great experience for Norris. He now knows he can fight at the front and has seen that the top drivers, even Hamilton, are fallible. That bodes well for 2022's rules reset.

That Hamilton has signed for another two years is also good news (p4). He'll continue to provide a benchmark for the rising stars – and it looks increasingly as though he'll spend 2022 doing something he hasn't yet done during the turbo-hybrid era: trying to wrest the crown back from a rival. Max Verstappen is 32 points clear and looks every bit the 2021 world champion as F1 heads to the British GP...



Kevin Turner

Kevin Turner
Chief Editor

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NEXT WEEK
15 JULY

British GP preview
The three F1 Brits on their home race, plus free supplement



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Mark Sutton/Motorsport Images; Peugeot

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Aero tech that allows 9X8 to do without a conventional rear wing remains hush-hush



PEUGEOT GOES RADICAL ON LE MANS

LE MANS 24 HOURS/WEC

Peugeot has gone radical on its new Le Mans Hypercar due to make its debut some time over the course of the 2022 World Endurance Championship. The 9X8, as the car has been christened, has no conventional rear wing!

The absence of a rear wing on the French manufacturer's new hybrid prototype was described as "a major innovative step" by Jean-Marc Finot, motorsport boss of Peugeot parent company Stellantis. "We have achieved a degree of aerodynamic efficiency that allows us to do away with this feature," he explained on the virtual unveiling of the car on Tuesday. "Don't ask me how, though! We have every intention of keeping that a secret for as long as we possibly can."

The Peugeot design has been made possible by a set of regulations that represent a radical departure from those of the LMP1 category replaced by LMH for this season. They are far less prescriptive, and instead lay down so-called performance windows into which each car must fit. These include maximum downforce and minimum drag figures that are relatively modest in comparison with those achieved in P1.

The rear diffuser rules are free, for example, whereas for LMP1 hybrids they ran to more than 200 words and stipulated a maximum tunnel height of 150mm. The requirement for a flat section of floor between the wheel centrelines measuring 700mm in length and 800mm in width has been removed, offering designers more scope to use the airflow underneath the car to create downforce.

"The LMH regulations open many new opportunities

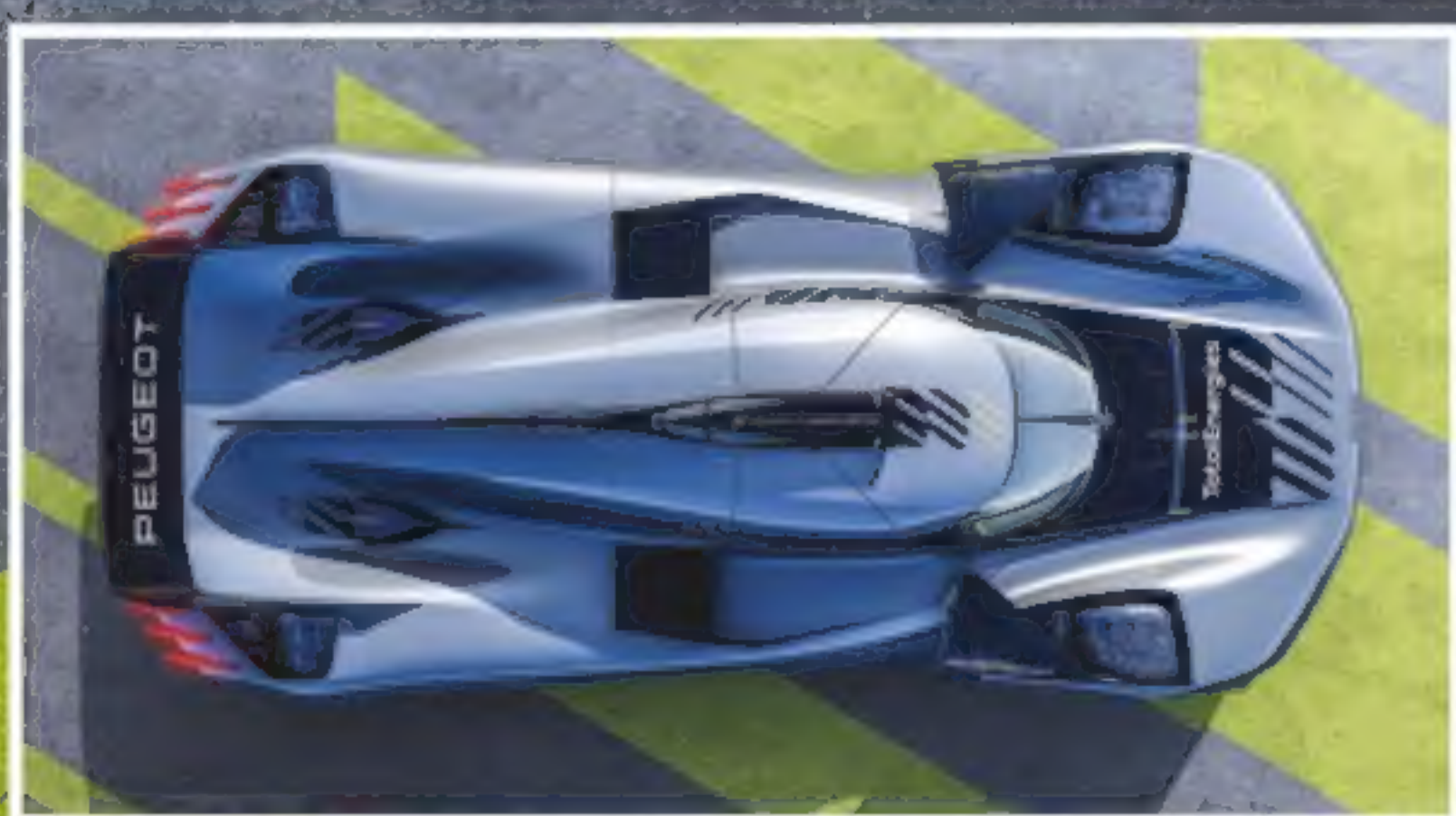
and we first spent quite some time reading them carefully," said Olivier Janssonie, technical director of the WEC programme at Peugeot Sport. "We realised we had a fixed target of downforce to achieve and we had almost complete freedom to do it with the shape."

"The combination of this fixed target and this freedom makes you try to put some new ideas on the table. What we found was that we can achieve the level of performance required without the wing."

LMH rules demand a single aerodynamic configuration is used across all WEC races, the Le Mans 24 Hours included, and only one adjustable aerodynamic element on the car. Janssonie explained that Peugeot is exploring "a couple of ideas" on how to adjust the balance of the car, and that a decision will be made on which route to take after initial track testing of the car.

That testing is not due to begin until the end of this year, which has been Peugeot's long-stated position. Janssonie described the car unveiled this week as "a model", but said that "95% of the surfaces are legal in the LMH regulations and very close to what we have as a race car". He explained that the shape on display this week represented how the race car looked "two or three months ago". Continuing development in the time since has not resulted in any significant changes, he stressed.

Janssonie also revealed that Peugeot's roster of drivers announced in February had not been aware that the design they have been testing in the simulator since early in the year didn't have a rear wing. "They drove the car, we took their comments and there was nothing different from any other car," he revealed.



ALL PHOTOGRAPHY: PEUGEOT

HYPERCAR DESIGN

The freedoms allowed in LMH have also allowed Peugeot to imbue the 9X8 with styling cues from its road car range, one of the key targets of the regulations. "Since the 9X8 is a Peugeot, the original sketch that steered our work portrayed a big cat ready to pounce, a stance which we have suggested by the slightly forward-tilting cockpit," explained Peugeot design director Matthias Hossann. "The overall lines of the Peugeot 9X8 express the brand's styling cues, while its sleek, racy, elegant forms inspire emotion and dynamism."

The 9X8 type number tips its hat to Peugeot's Le Mans-winning 905 3.5-litre Group C and 908 turbodiesel LMP1 designs. Peugeot always made it clear that the nomenclature of its new prototype would begin with a '9' in deference to its predecessors, which won a trio of Le Mans races between them. The 'X' is a reference to the car's all-wheel-drive powertrain incorporating a front-axle hybrid system, while the '8' is the last digit of all Peugeot's current street models.

Janssonie said that the car remains on schedule to run on track late this year. He revealed that the tooling for the manufacturer of the monocoque has already been released and that the car's 2.6-litre twin-turbo V6, which combines in the 9X8 with a front-axle motor-generator unit, began running on the dyno in April.

Neither Janssonie nor Finot gave any indication on when the 9X8 will race for the first time in the WEC next year. The decision, they reiterated, will be made after initial testing, because once the car is homologated ahead of its first race its specification is fixed for five seasons.

GARY WATKINS

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Hamilton agrees to two more years at Mercedes

FORMULA 1

Lewis Hamilton will remain on the Formula 1 grid until at least the end of 2023 after agreeing a new two-year contract with Mercedes.

Hamilton signed only a one-year deal in February 2021 to cover the current season, leaving doubts lingering over his long-term F1 future, but the seven-time world champion revealed two weeks ago that talks over a new contract were already under way.

Negotiations were "much smoother" this time around, according to Hamilton, who announced last Saturday that he had signed a two-year deal with Mercedes that will expire one month shy of his 39th birthday.

Hamilton revealed that the current fight against Max Verstappen had helped invigorate him and confirm in his mind that he wanted to keep racing. "I had the best and most enjoyable start to the year with the rollercoaster ride that we're having," he said. "It's brought me closer to the team. It's making me dig deeper, and I love that. I guess it has been reinvigorating the love that I have for this sport."

Hamilton wants to keep using his platform in F1 to keep "pushing for a more diverse and inclusive" F1 environment, saying the discussions he is having with both Mercedes and F1 are something "I could only have dreamed of" in the past.

Mercedes boss Toto Wolff said the deal was a "basically copy/

paste" of Hamilton's existing contract, making it easy to sew up and allow full focus to be put on the 2021 championship.

A less straightforward decision for Wolff will be the identity of Hamilton's team-mate in 2022 as Valtteri Bottas and George Russell go toe to toe, with a call set to be made over the summer.

Russell said he was not dwelling on links to the seat despite hitting his best form to date with Williams, while Bottas revealed that he would look to remain in F1 if he was not retained by Mercedes.

"I feel like I have many, many years still left in me," said Bottas. "If it was the case that I wouldn't continue with Mercedes, of course I would look at other options. But it's not something I need to think about now."

LUKE SMITH

LONGEST F1 DRIVER-TEAM STINTS

YEARS	DRIVER (TEAM)	STINTS
11	Schumacher (Ferrari)	1996-2006
11	Hamilton (Mercedes)	2013-2023
9	Clark (Lotus)	1960-1968
9	Brabham (Brabham)	1962-1970
9	Hakkinen (McLaren)	1993-2001
9	Coulthard (McLaren)	1996-2004
8	McLaren (Cooper)	1958-1965
8	Piquet (Brabham)	1978-1985
8	Massa (Ferrari)	2006-2013
8	Button (McLaren)	2010-2017

Stints are consecutive seasons where a driver started at least one GP for the team



Prema joins forces with Iron Lynx under new control

F2/F3/FREGIONAL/F4/WEC/GT

Single-seater powerhouse Prema Racing has moved under the control of the owners of the Iron Lynx sportscar squad. The move by Swiss-based DC Racing Solutions has created a new superteam billed as one of the largest in the world.

DC Racing Solutions is understood to have taken over the majority shareholding previously held by Aston Martin owner Lawrence Stroll (whose son Lance won the Italian Formula 4 and Formula 3 European titles with Prema in 2014 and 2016 respectively), although Prema would neither confirm nor deny this. Current Prema boss Rene Rosin and his father, team founder and patriarch Angelo, are thought to be retaining their shares in the team. The principal owner of DC is financier and amateur racer Deborah Mayer, one of four partners in the Iron Lynx squad established in 2017.

The new group now has a far-reaching involvement across the world of single-seaters and sportscars. Prema's programmes include the defence of its 2020 FIA Formula 2 and F3, European FRegional and Italian F4 titles, while Iron Lynx's activities encompass assaults with Ferrari on the World Endurance Championship, the European Le Mans Series and the GT World Challenge Europe. Like Prema, it races in Italian F4.

Andrea Piccini, team principal of Iron Lynx and one of the four co-owners, explained that the move has "created a big Italian team that can

look at motorsport with a 360-degree vision". "We are going to work together more and more, and the idea is to create some new projects together for the future," said the former Aston Martin factory driver, who is part of the Iron Lynx driver roster in the WEC this year. "But Prema is going to stay what it is: it is such an important motorsport entity that it would be really stupid to try to change it."

Rene Rosin described the deal with DC as a "new chapter" in the history of a team that dates back to the early 1980s. It has six alumni on the current F1 grid: Charles Leclerc, Pierre Gasly, Esteban Ocon, Antonio Giovinazzi, Mick Schumacher and Stroll.

"We have to see how everything evolves, but we have common ideas, common targets," he explained. "If you consider overall, we now have all the categories from single-seaters to GTs, and I think it's a pretty good and positive story."

The deal for DC to take a share in Prema has grown out of an existing relationship in Italian F4 stretching back to 2019. It has provided technical assistance to Iron Lynx from its debut in the series, and this year is fielding a car under the Abu Dhabi Racing banner previously flown by its new sister team. A cooperation between the two parties resulted in Guanyu Zhou winning this year's Asian F3 title.

"Let's say that F4 gave us the chance to get to know each other and gave us confidence that we could work together," said Piccini.

GARY WATKINS & MARCUS SIMMONS

Audi, Porsche at F1 future talk

FORMULA 1

Audi and Porsche joined Formula 1's existing manufacturers at last weekend's Austrian Grand Prix to discuss plans for the next generation of engines that are set to arrive in 2025.

The Volkswagen Group, parent of Audi and Porsche, has shown fresh interest in a possible F1 entry when the new engine formula is introduced. The signs are that this will be cheaper and more sustainable than the existing power units, placing an emphasis on the use of biofuels.

Senior figures from Ferrari, Mercedes, Renault and Red Bull (which takes over Honda's engine supply next year) were joined by Audi chairman Markus Duesmann and Porsche CEO Oliver Blume for the meeting on Saturday afternoon at the Red Bull Ring.

F1 and the FIA issued a short statement saying there had been "positive discussions" at the meeting, while F1 CEO Stefano Domenicali said it had been "a good step in the right direction".

Red Bull entered the meeting calling for a "clean sheet" approach to be taken towards the new power units, with team principal Christian Horner believing that it would be "a great shame to carry over what currently is a very expensive engine and try and make it cheap".

Mercedes F1 boss Toto Wolff (below) said that while he did not want to "reinvent the wheel" with the next generation of power units, he suggested there would be a greater reliance on the electrical side. "We want to have an engine that is relevant from 2025 to 2030, and we can't be old petrolheads with screaming engines when everybody expects us to be going electric," he said. "So these engines are still going to be fuelled. We are staying with the current V6 format, but the electric component is going to massively increase."

LUKE SMITH



ETHERINGTON/MOTORSPORT IMAGES

Cape Town set for FE fixture

FORMULA E

China is expected to return to the Formula E calendar next season, while an inaugural Cape Town E-Prix will gain a February date when the FIA issues its draft of the 2021-22 schedule on Friday (tomorrow) following a World Motor Sport Council meeting.

The usual Sanya location is the primary target in China, and talks are ongoing to have Shanghai, Shenzhen and Chengdu as reserve venues if the necessary sporting exemption agreements are signed off by the government.

As per the past three seasons, Saudi Arabia is set to host the opening round before the heavily facelifted schedule will move to Cape Town in February. It is hoped the intervening seven months will provide sufficient time for the COVID-19 situation in South Africa to ease.

A maiden South Korean event in Seoul has already been announced by city mayor Oh Se-hoon for 14 August 2022 at the Jamsil Sports Complex, venue for the 1988 Olympic Games. The first Jakarta E-Prix is also set to finally come to fruition. The Indonesian capital was announced for the 2019-20 season but has twice been cancelled owing to the pandemic.

Autosport understands that deals for Vancouver (July) and Eindhoven are almost signed, while Monaco is poised to become



an annual fixture following the superb race on the full Grand Prix circuit in May.

Formula E chief executive officer Jamie Reigle has also stood by his desire to stage races in Japan and Brazil, but these would wait until the 2022-23 season. Tokyo and Yokohama have been linked as possible hosts. "We've got a big pipeline of cities where we're having good conversations: China, Japan and Brazil," he said. "We've always been really bullish about the quality and quantity of cities that are listed in Formula E."

• Nico Muller (above) will miss the remainder of the 2021 campaign as he prioritises his DTM tilt for Audi. The Dragon Penske Autosport driver stood aside for the most recent Puebla E-Prix to be replaced by Joel Eriksson, who took the car to a best finish of 15th. The Swede will fill in again at this weekend's New York City double-header, while clashes with London and the season finale in Berlin will leave Muller on the sidelines for the rest of the term.

MATT KEW



Australian GP is canned for 2021

FORMULA 1

The Australian Grand Prix has been formally cancelled for 2021 due to the ongoing world health crisis, after being moved from March to mid-November.

The Australian Grand Prix Corporation, which promotes the Formula 1 race at Albert Park and its MotoGP counterpart at Phillip Island, confirmed on Tuesday that both races are off. It followed failed talks with

health officials at state and federal government level over how to bring personnel, including riders and drivers, through Australia's strict closed border. The idea of a biosphere was floated, at least for the Melbourne F1 race, but failed.

Quarantine short-cuts were ruled out as bad for PR.

F1 CEO Stefano Domenicali reiterated the category's desire to stage 23 races this year despite this latest cancellation.

"While it is disappointing we won't be racing in Australia this season, we are confident we can deliver a 23-race season in 2021 and we have a number of options to take forward to replace the place left vacant by the Australian GP," he said.

"We will be working through the details of those options in the coming weeks and will provide further updates once those discussions are concluded."

ANDREW VAN LEEUWEN

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Zanardi 'fighting, as he has always done', says wife

ALEX ZANARDI

The wife of former Indycar, Formula 1 and Paralympic hero Alex Zanardi has given an update on his condition following the serious head and facial injuries he sustained when he crashed his handbike into a truck last June.

In an interview for BMW, Daniela Zanardi said that her husband is undergoing a rehabilitation programme that includes multimodal and pharmacological stimulations.

"I would like to tell all those people who are thinking of and praying for Alex that he

is fighting – as he always has done," she said. "The affection we have received from friends, fans, acquaintances, athletes and those involved in motorsport over the past year has been nothing short of touching and overwhelming and has been of enormous support for us in dealing with all this."

Signora Zanardi explained that the situation for her husband remains challenging, with her husband having not spoken since the accident.

"It has been a very complex process that has required more neurosurgery and been characterised by a number of setbacks," she added. "Alex is in a stable condition,

which means he is able to undergo training programmes for both his brain and his body. He can communicate with us, but he is still unable to speak. After a long time in a coma, the vocal cords must regain their elasticity. This is only possible through practice and therapy. He still has a lot of strength in his arms and hands, and is training intensively on the equipment."

It is still unclear when Zanardi will be sufficiently recovered to return home. "It is a very long journey and at the moment no predictions are made," said his wife. "We put all our energy in Alex's recovery."

JONATHAN NOBLE

Middleton scores first Italian GT victory

ITALIAN GT

British Lamborghini specialist Stuart Middleton scored his maiden Italian GT Endurance series victory last Sunday at Mugello with Imperiale Racing team-mates Andrea Amici and Alberto di Folco.

Middleton started second, but moved in front at the start and led the Audi Sport Italia R8 LMS of Karol Basz through the first stint,

before handing over to Amici. Di Folco had to climb from fourth in his stint, passing the Ferraris of Luca Filippi and then Giancarlo Fisichella to move up to second. A quick trip through the gravel didn't lose di Folco any positions, and he finished second behind Vito Postiglione in the Audi, but that car was penalised for a pitstop infringement and demoted to fourth.

The Imperiale Lambo

Huracan GT3 Evo, which had its own (much shorter) pitstop penalty, therefore defeated the Ferrari of Fisichella, Daniel Zampieri and Stefano Gai by 1.694s.

"Everyone did a fantastic job," said Middleton. "Andrea also had an issue with the steering in his stint so credit to the guys in the team for fixing that. It's mega to win only my second race in the Italian GT Endurance Championship."





Chip's shop shuts in NASCAR

NASCAR

Chip Ganassi is to end his 20-year spell as a NASCAR team owner after selling his Cup Series squad to Trackhouse Racing.

In a shock move, Ganassi revealed that he has sold all of his NASCAR team's assets, its two charters (which ensure race starts and prize money at every NASCAR event) and the lease on its racetrack to Trackhouse, which is co-owned by Justin Marks and the rap star Armando 'Pitbull' Perez.

Trackhouse, which made its debut in the Cup series this season after leasing a charter from Spire Sports, will continue to run 2016 Xfinity Series champion Daniel Suarez in an expanded two-car operation next season.

Chip Ganassi Racing entered NASCAR in 2001, when it bought an 80% stake in Felix Sabates's Team SABCO operation, and (currently winless in 2021) will likely leave it with 14 wins at Cup level. Those stats pale in comparison to its IndyCar and IMSA/Grand-Am sportscar numbers – 117 and 59 race wins respectively – although it did win the NASCAR crown jewel events of the Daytona 500 and Brickyard 400.

"We won some big races... we lost some

big ones too," said Ganassi. "It's unfortunate when you've been in this business so long, the more you remember the ones you lost than the ones you won."

Ganassi said he will leave NASCAR with his "head held high" and suggested that the upcoming overhaul with the Next-Gen cars in 2022 had a part to play in his decision. "I do like the idea of maybe not having to think about changing over to the new car and all that goes along with that," he admitted, before reaffirming his commitment to CGR's IndyCar, IMSA SportsCar and Extreme E involvement.

Ganassi wanted to "make sure that this business gets put in the right hands" and complimented sports-marketing entrepreneur Marks, who scored one of Ganassi's Xfinity victories as a driver at Mid-Ohio in 2016, as "somebody that has a vision of what they want to do going forwards and has the money to do that".

Marks said that Ganassi's current drivers, Kurt Busch (above, the 2004 Cup champion) and Ross Chastain, will be the first he'll speak to for the second seat, and that he would interview all CGR employees before making any staffing decisions.

CHARLES BRADLEY

IN THE HEADLINES

NEW PIRELLIS ARE OK

Pirelli's new Formula 1 rear-tyre construction is set to be raced at next week's British Grand Prix as planned following successful testing at last weekend's Austrian GP in free practice. The consensus from drivers was that the new tyre, which was run at 2psi lower than the regular 2021 rears at the Red Bull Ring, had little or no impact on handling, with one calling them "transparent".

BTCC'S 2022 CALENDAR

The calendar for the 2022 British Touring Car Championship has been unveiled, with a relatively late start for a non-COVID (fingers crossed) campaign of 23-24 April at Donington Park. This is to allow teams to develop the new hybrid systems, for which there will be three official pre-season tests. After Donington, the BTCC heads to Brands Hatch Indy (15 May); Thruxton (29 May); Oulton Park (12 June); Croft (26 June); Knockhill (31 July); Snetterton (14 August); Thruxton (28 August); Silverstone (25 September); Brands GP (9 October).

FREDERICK'S THUMB INJURY

Reigning British Formula 3 champion Kaylen Frederick was forced out of last Sunday's FIA F3 feature race at the Red Bull Ring after fracturing and dislocating his left thumb in the second race. The Carlin-run American had scored his first FIA F3 points for ninth in the opener, but clashed with Juan Manuel Correa while battling for sixth place in the sequel.

ESPORT HERO JOINS EFO

Turkish Esport star Cem Bolukbasi is to contest the remainder of the Euroformula Open series, starting this weekend at the Hungaroring, with Van Amersfoort Racing. The 23-year-old from Istanbul finished ninth in his first full single-seater campaign, in this year's Asian F3 Championship, after taking the runner-up spot last season in the European GT4 Pro-Am class.

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"Whether you rent a car from RSR or bring your own, we can make sure your visit to the Nurburgring and Spa will be the best it can be," explains Simons. "We built our reputation on customer satisfaction and going the extra mile to realise this." Testament to this, Simons explains, is a substantial percentage of returning customers.

Its clients historically come from all over the globe, although the travel restrictions resulting from the pandemic have limited opportunities to drive the fabled Nurburgring to those fortunate enough to live near the track for tourist laps. These provided much-needed relief for German-based enthusiasts during lockdown, Simons explains, with the track "packed every sunny Sunday".

"People want to drive the track, they need to drive the track, so it's even more popular as a way to escape reality than ever before," he says.



As Europe begins to open up again, RSR has experienced considerable interest from people looking to make up for lost time, with Simons finding the company has had to turn away interested parties "more often than even in 2019" during pandemic times. That's why he's urging trackday fans to book their dates in advance, to avoid disappointment.

"Our trackdays are selling out earlier and earlier, so there's no problem with filling our dates," he says. "People have been locked in their homes for far too long so didn't have an option to satisfy their driving needs. Now everyone realises life is short and unexpected things can happen, they are deciding not to put off having fun, so it will be even more busy when things go back to normal."

Every car is cleaned inside out for every client, while for the sign-on process RSR is automating as much as possible to avoid face-to-face contact. For instructed laps, the client and the instructor must produce a negative COVID test result before sitting together.

RSR also offers events at other European circuits, including Dijon in France, with a two-day event on 11-12 October followed by an RSRSpa premium trackday on 19-20 October. One of its seasonal highlights is a four-day trip encompassing Monteban (Spain) and the Algarve International Circuit, which hosted this year's Portuguese Grand Prix, from 20-23 November. This involves two days at each track in cars rented from RSR or your own vehicle, which RSR can arrange transport for.

"You can store your car with us at our purpose-built facility at the Spa-Francorchamps track," says Simons, "and we make sure your car is prepped before every outing. It also saves on transport costs and all sorts of customs trouble at the border."



2021 CALENDAR

RSRSPA (BEL)

DATE	TRACK
15.07.2021 (Thu)	Circuit de Spa-Francorchamps
06.09.2021 (Mon)	Circuit de Spa-Francorchamps
28.09.2021 (Tue)	Circuit de Spa-Francorchamps
29.09.2021 (Wed)	Circuit de Spa-Francorchamps
19.10.2021 (Tue)	Circuit de Spa-Francorchamps
20.10.2021 (Wed)	Circuit de Spa-Francorchamps
10.11.2021 (Wed)	Circuit de Spa-Francorchamps

DIJON PRENOIS (FRA)

DATE	TRACK
11.10.2021 (Mon)	Circuit de Dijon-Prenois
12.10.2021 (Tue)	Circuit de Dijon-Prenois

RSRIBERIA TRACKDAYS (ESP & PRT)

DATE	TRACK
20.11.2021 (Sat)	Circuit Monteban, Spain
21.11.2021 (Sun)	Circuit Monteban, Spain
22.11.2021 (Mon)	Circuit Portimao, Portugal
23.11.2021 (Tue)	Circuit Portimao, Portugal



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What this new contract means

Lewis Hamilton's fresh Mercedes deal is a boost for F1, reaffirming his commitment to competing at the highest level and the importance of cementing his legacy

ALEX KALINAUCKAS

For 38 days at the start of 2021, Formula 1 was in a highly unusual place. Its reigning world champion, after securing his seventh title, was without a contract and officially yet to be driving in the new campaign. That changed when Lewis Hamilton's 2021 deal was announced on 8 February and, after Mercedes' proclamation last Saturday, F1 knows its biggest star is committed to the Three-Pointed Star until the end of 2023.

The fresh contract shows that Hamilton is still motivated. He's got the intense fight with another team that he's often said he desires, although he perhaps preferred the battle with Red Bull when things were much more level-pegging, at the point when he had scored three wins to Max Verstappen's one, than the recent five-race run of Red Bull success. But for Hamilton, there's a much bigger factor to consider when looking at the context surrounding his latest Mercedes contract, which will take him past a decade spent at the Silver/Black Arrows squad. And it's the key message contained in its current livery.

"It's what's coming up, it's the work that we're doing as a sport in terms of trying to make it a more diverse and inclusive space," he explains. Hamilton's push to help increase diversity in motorsport has been an important part of the recent programmes and commitments F1 and other motorsport entities have enacted. His new contract keeps him in the spotlight for longer, able to

racing for Mercedes beyond 2016 — surely remains, and Wolff admits the pair discussed this as part of their negotiations (Hamilton was rather more coy on this topic). But F1 racing careers are longer than ever now.

By committing until the end of 2023, Hamilton will get to sample F1's latest car-design evolution, witness how that changes the championship, as well as continue to provide a benchmark for the new generation. The world is also surely going to be a different place in two years' time, as the COVID threat recedes. But it's interesting to note that Wolff's contract as Mercedes' F1 team principal will also expire at the same time as Hamilton's deal, so the speculation about both their futures will return in the not-too-distant future.

The 2023 end date will also provide a key snapshot into how Hamilton's driving powers are performing the deeper he goes into an illustrious career. His 2018 drives against a potent Sebastian Vettel/Ferrari package were utterly brilliant, but three years later and he's already made two errors (at Imola and in Baku) of the kind that F1 hasn't seen since he was working up to becoming the championship's undisputed top star. If they are mere blips or the start of a trend, we'll know by the end of 2023.

F1 will also understand how the next chapter in the Mercedes dream team success story plays out. The boss and one driver will be the same, but what of Hamilton's 2022 team-mate? Wolff has said that the decision on Mercedes' second driver "is going to be made during the summer". But, in seasonal terms at least, that is nearly halfway gone.

Intriguingly, with Hamilton's signature secured, there's an argument that he may now have little or no say in who joins him for 2022. His words ahead of the Styrian Grand Prix heavily suggest that he wants Valtteri Bottas to continue, rather than George Russell promoted from Williams...

A Hamilton-Russell line-up is a promoter's dream — both for Silverstone, which bet heavily on a home F1 hero being successful to help boost its fortunes, and for F1 overall. But Hamilton's new commitment alone is a major boost for the championship. The legend goes on and, with each passing year and success, it lowers the chances of his records being bettered — not that this matters to Hamilton. But perhaps the most critical part of continuing as a competitor is what it means conceptually: he remains 'Lewis Hamilton, F1 superstar'.

Active F1 drivers will always resonate with the public more than those who have been successful and moved on. Hamilton's case is different because he harnesses powers previous F1 dominators did not, with his social media reach. There will come a time when he discovers his post-F1 place in the world, but it's just not yet. ❄

"A Hamilton-Russell line-up is a promoter's dream, both for Silverstone and for F1 overall"

use his influence to try to ensure this translates into lasting change.

That will take time, an element central to any contract discussions. Hamilton says the negotiations over his new deal were "a lot smoother than it was in December and January", which relates to being able to deal with Mercedes motorsport boss Toto Wolff directly rather than via Zoom in the winter. Wolff says there were "no sticking points" in the talks this time around, because the central parts of the contract are apparently the same as they agreed at the start of this year. "There was no difficult decision around money or term," says Wolff.

At the end of 2023, Hamilton will be just a week from turning 39. It's natural to wonder whether this will be his last F1 contract. The option to retire — either at the contract's stated end point or earlier, as Nico Rosberg successfully did despite having committed to





Why pole position needs a rethink

The perplexing decision to officially credit the winner of Formula 1's new sprint race with pole position unnecessarily muddies the stats

KEVIN TURNER

Many of Formula 1's recent ideas and experiments are to be welcomed. The qualifying sprint race, which will be first tried at the 2021 British Grand Prix at Silverstone next week, is a worthy attempt to spice up the weekend.

But one decision is baffling. F1 boss Ross Brawn revealed last week that the winner of the sprint race will be officially credited with pole position in the history books.

"Initially we thought it would still be the Friday qualifying," said Brawn. "But, in fact, after discussions with the FIA, they feel pole position is the guy in front of the grid for the grand prix."

"So it's the person who finishes a sprint in first place, it's the one who is on the front of the grid and has pole position for the race, the grand prix, on a Sunday. And that's what we'll count statistically towards the number of poles, because it is the sprint qualifying."

"That's one of the reasons the FIA want it covered that way, so that we can ensure that the race is the race, the grand prix is the grand prix. And we don't cannibalise the grand prix."

Wanting to preserve the status of the GP is understandable, but qualifying — or practice as it was previously known — has long been the ultimate test of raw speed for car and driver. Low-fuel, all-out attack with no (or few) tyre concerns is when we get to see F1's sheer performance at its best. F1 pole means something, and we all know what that something is.

A look at the top 10 polesitters in F1 history, either in raw numbers or strike rate, isn't a bad place to start when talking about the fastest drivers.

No statistic is perfect, of course, and can only provide part of a picture. Aside from the obvious point about the competitiveness

of a driver's machinery, some qualifying formats have been less 'pure' than others. Chiefly, the rule requiring cars to qualify on race fuel during the 2000s skewed the statistic because sometimes the true fastest car/driver combination was kept off pole due to others running lighter fuel loads.

Other anomalies can crop up in the official figures. For example, Michael Schumacher's tally of 68 does not include his remarkable 2012 Monaco lap. He only lost pole due to a penalty from the preceding Spanish GP — not a technical infringement — so you could make a case for including it when assessing the German's qualifying performances.

The importance of grid position has also changed over time, becoming more significant as downforce increased and overtaking became more difficult, but across the 1000-plus world championship races the pole stat is still one of the most meaningful. Career points became almost irrelevant when the points for victory were changed from 10 to 25 in 2010, while the already fraught fastest lap stat has been undermined further by the point awarded for it since 2019.

Wins and poles (and their relative strike rates), though imperfect, are the two most important and meaningful F1 records. And they provide more finesse (and more drivers) than a simple tally of world titles since 1950.

Winning the sprint race will require skills, of course, but it's not the same thing as being the sheer fastest over one lap, which is what pole should be awarded for.

You could say, 'So what? It's only going to upset a few stats geeks.' But the muddying of the pole position statistics is so unnecessary. There will still be a traditional Friday qualifying, which will set the pole for Saturday's sprint, so why not just make that count as the official pole?

Giving pole to the Saturday winner is arguably easier to understand and it ties into the FIA's desire not to allow the sprint race to detract from the GP, classifying it firmly in the 'qualifying' part of the weekend. But it really makes no difference, other than to undermine one of the most traditional GP elements — practice times first set the grid for the 1933 Monaco GP — and history is something F1 has previously agreed is important.

If the qualifying sprint race idea doesn't work, this anomaly will be contained to the three 2021 races. But if it does work as hoped and there are more included in future F1 calendars, then the impact will get bigger and bigger.

There are lots of things to like about F1 at the moment. The championship fight, a willingness to experiment, and new rules for 2022 to look forward to. But the point for fastest lap and the undermining of what pole position means are unnecessary collateral damage and need to go. ❗

TOP 10 F1 POLESITTERS

DRIVER	POLES
Lewis Hamilton	100
Michael Schumacher	68
Ayrton Senna	65
Sebastian Vettel	57
Jim Clark	33
Alain Prost	33
Nigel Mansell	32
Nico Rosberg	30
Juan Manuel Fangio	29
Mika Hakkinen	26

TOP 10 BY STRIKE RATE

DRIVER	STRIKE RATE
Juan Manuel Fangio	56.9%
Jim Clark	45.2%
Alberto Ascari	43.8%
Ayrton Senna	40.1%
Lewis Hamilton	36.4%
Stirling Moss	23.9%
Michael Schumacher	22.4%
Sebastian Vettel	21.4%
Jackie Stewart	17.2%
Nigel Mansell	16.8%



The hosting of major events confers legitimacy and influence on those host countries, so they should be chosen with care, not by money

PHIL OAKES

Sport and politics are inseparable

So, Jean Todt believes that motorsport should stay out of politics (Pit+Paddock, 24 June). Does this mean we can look forward to the British Grand Prix keeping its place on future calendars based on merit, and not having to fight for its life against the multitude of GPs and wannabe GPs around the world supported by governments happy to pour millions into supporting their own venues? After all, government money is politics.

And by the way, it is naive in the extreme to suggest that hosting a GP promotes debate and encourages opposition within non-liberal democracies, let alone non-democratic regimes. All forms of sport should *absolutely* be involved in politics, the hosting of major events confers legitimacy and influence on those host countries, so they should be chosen with care, not by money.

Phil Oakes

Portishead, North Somerset

How about Russell in a McLaren?

What chance George Russell (right) at McLaren in 2022 if current form lines persist and Mercedes maintains its apparent preference for continuity?

Red Bull and McLaren would then be head to head with youth and fierce desire, while Mercedes relies on its engineering excellence and driver experience.

Meanwhile Daniel Ricciardo could have good shot at the Indianapolis 500...

Just a thought.

Steve Singleton

By email

Points system requires a rethink

Firstly, I don't believe Lando Norris should have had the penalty for defending in Austria, but that argument will be covered comprehensively elsewhere.

What is probably unforeseen is that when the penalty point system was started, no one predicted that so many races would be squeezed into such a short period so the likelihood of a driver



getting a race ban is greatly increased.

Now with sprint races to add to the mix, surely either the points before a ban should be increased or the 12-month period should be changed to say 20 races.

Peter Allen

By email

Penalties were ludicrous

The penalties dished out to Lando Norris and Sergio Perez at the Austrian Grand Prix last weekend were completely ludicrous, the stewards on the day clearly had no grasp or understanding of the word racing, and in my view should not be allowed to officiate in the same capacity at future events.

Alistair Cameron

London

The power to impress

I see Fernando Alonso is backing Max Verstappen to win this year's championship. Impressive considering that Max is using a GP2 engine...

Nicholas Binns

Matlock

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PLATZER RED BULL

NORRIS STARS AS VERSTAPPEN MAKES IT LOOK EASY

While Red Bull's star was master of all he surveyed in Austria, it was McLaren's charger who put a fresh twist on the weekend's action

ALEX KALINAUCKAS

PHOTOGRAPHY  **motorsport**
IMAGES





There was a very good race behind Max Verstappen, the dominant winner for the second week in a row at the Red Bull Ring – this time for the Austrian Grand Prix. He was so crushingly in command that it evoked memories of Lewis Hamilton's victories in Hungary and Spain last year, which serves to highlight how far the formbook has swung in Red Bull's favour this season.

Verstappen was so good and so far away from his opposition that he may as well have been in a different race. In the fight behind, and briefly in the Dutchman's orbit, everything really centred on one driver.

Lando Norris nearly upstaged Verstappen in qualifying (see page 19), then quietly threatened him at the start and safety car restart, before actually easing the championship leader's path to a fifth 2021 win. The seeds for that disruption to Red Bull's 'Class A' rival – Mercedes – were sown in qualifying. Norris's 0.048-second gap to Verstappen was flattered by the polesitter having to run at the head of the pack at the end of Q3 without a tow, but it critically got the McLaren ahead of both Mercedes on the grid.

"We were the makers of our own issues a bit with the poor qualifying," assessed Mercedes director of trackside engineering Andrew Shovlin. The problem Mercedes faced, Shovlin added, was "that very soft compound, the C5, just wasn't giving us as much in the hot conditions on Saturday as we were getting from it on Friday".

Valtteri Bottas, fifth on the grid behind Hamilton, Sergio Perez and the two young front-row starters, reckoned McLaren had "found something with the C5, it seems to work well with their car". This slots in with one of the critical parts of the weekend – that Pirelli's compound range was a step softer compared to the previous weekend's Styrian GP, and the fluctuating temperatures during the repeat event kept things unpredictable.

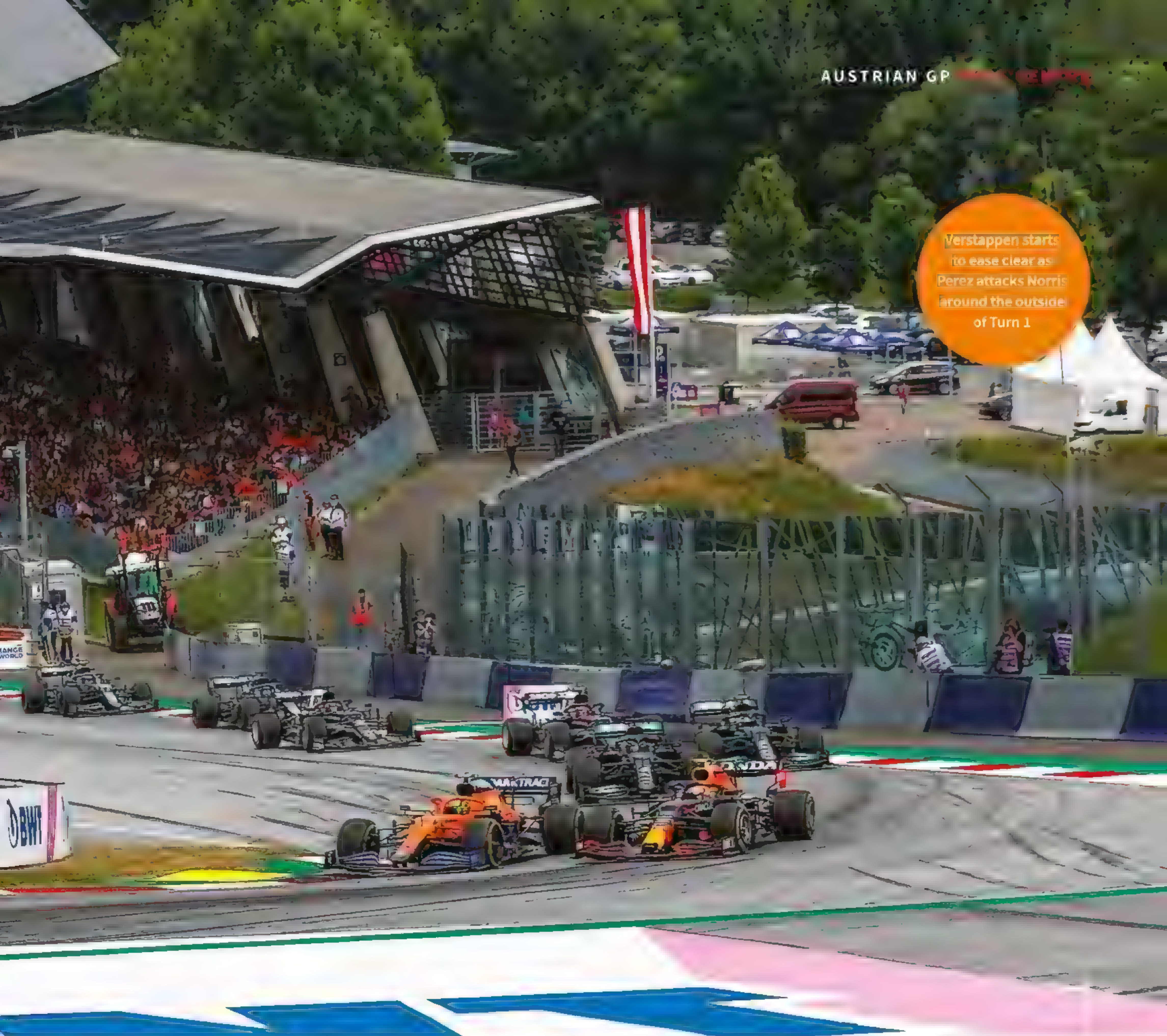
In short, with every team set to improve thanks to the unusual nature of a second go at one track, this added an extra consideration. In qualifying, Mercedes clearly underperformed by not keeping the softs in the best operating window – something it has struggled with all season, although usually with getting them up to temperature – and McLaren took advantage. But the orange squad's work in the week between events was a critical factor too.

"There was some fine-tuning done on the cars this weekend to extract even more performance," said McLaren team principal Andreas Seidl after qualifying. "Little updates on the floor that we also brought to the track, which probably helped."

With Norris alongside him on the front row and vowing to attack if he could, Verstappen clearly felt the threat was real. This was evidenced by his car positioning for the start – pointed slightly towards the McLaren, which he made sure to cover off when Norris made the slightly better getaway when the lights went out.

Verstappen was clear after the opening corners, which at the front

Verstappen starts to ease clear as Perez attacks Norris around the outside of Turn 1



“ON BOTH TYRE SETS WE HAD GOOD PACE AND WE COULD MANAGE THE PACE THROUGH THE WHOLE STINT”

of the race were mostly notable for Hamilton unsuccessfully attacking Perez at the outside of the long, downhill right of Turn 4. But the leader had to worry about Norris again a little while later.

The race had been suspended by the safety car's intervention when Verstappen had just exited the super-fast Turns 7/8 sequence on the opening lap of 71 because Esteban Ocon had pulled over with broken right-front suspension on the slightly meandering straight between the tight, uphill right of Turn 3 and Turn 4. The Alpine driver's miserable weekend was ended when he was unfortunate to be pinched between Antonio Giovinazzi's Alfa Romeo and Mick Schumacher's Haas, with glancing contact from the Alfa doing the damage in the Turn 3 first-lap melee. It was a consequence, Ocon acknowledged, of “starting the race at the back”.

The race restarted on lap four, and Verstappen waited until reaching the grid hatchings well beyond the exit of the final corner before powering away. “I knew that Lando had good speed, so I had to make sure that I had a good restart,” Verstappen later explained.

McLaren had been rapid in a straight line all weekend, as it had also been for the Styrian GP. Armed with the potent Mercedes power unit, and his set up to produce excellent traction levels under acceleration, Norris had been 1.5mph quicker than Verstappen through the speed trap in qualifying. In the race, he was the fastest driver at the finish-line speed trap, which of course included a DRS zone, but that demonstrates how quickly he was also exiting the final corner.

Verstappen's restart tactics bought him a 0.4s advantage as he roared back to racing speed, and from there he was never really troubled. Before he stopped to go from medium tyres to hards on lap 32 – the last of the leaders, such was his advantage – his lead had reached 12.1s. His pace was metronomic in the mid-low 1m09s, other than the one occasion he reached the 1m08s.

“On both tyre sets we had good pace and we could manage the pace through the whole stint, so very pleased with that,” he said. “We improved the car compared to last weekend. We learned a few things to make it last a bit better in the race and I think that showed.”

As Verstappen was scampering clear at the restart, Norris was about to be involved in the biggest drama of his race. Perez had swarmed over the McLaren's rear on the run down the pit straight and he attacked to the outside of Turn 1 – the 90-degree uphill right. Norris held his line and Perez ran off the track, sweeping back on from the runoff with his nose ahead, but then falling back behind as they raced up the hill, the two Mercedes swooping in the slipstream behind. >>



Norris was firmly back in front as they exited Turn 3, where Bottas powered past Hamilton on the outside line, but Perez was in position to attack again at Turn 4. Again, he chose the outside line, and they went side by side through most of the corner. But, eventually, something had to give as Norris again held his line. Perez ended up in the gravel and fell to 10th, Hamilton repassing Bottas as they raced past the Red Bull.

Inevitably, the combatants disagreed over who was at fault. “He pushed me off the track,” said Perez. “He didn’t commit to his overtake the way he should have done, he put himself in the gravel, so I don’t feel it was my mistake,” said Norris.

The stewards decided unequivocally that Norris was to blame, the McLaren driver “judged not to give Perez enough room and Perez was forced off the track”, which ignited much debate about penalty consistency. This was heightened by Perez picking up a pair of five-second penalties, the same sanction Norris received, in two clashes with Ferrari’s Charles Leclerc as they fought over eighth early in the race’s second half.

The first was very similar to Perez’s incident with Norris, although the Red Bull rather barged back alongside when the Ferrari had just forged fractionally ahead on the outside; in the second, a snap of oversteer exiting the sweeping Turn 6 left-hander took Perez closer to Leclerc and this time put the incensed Monegasque in different gravel. The penalties combined to cost Perez one spot in the final order, with the charging Carlos Sainz Jr elevated to Perez’s fifth place after being allowed past Ferrari team-mate Leclerc and then battling past Daniel Ricciardo – resurgent after another poor qualifying – on the penultimate lap.

Norris’s penalty was not announced until the leaders were on lap 20,

“HE DIDN’T COMMIT TO HIS OVERTAKE THE WAY HE SHOULD HAVE DONE, HE PUT HIMSELF IN THE GRAVEL”



by which point he’d got himself involved in another battle. This one was without controversy, and featured driving so impressive that even Hamilton felt cause to comment.

With Perez removed from the fight for second, Hamilton had harried the McLaren. For 16 laps he was within DRS range but was frustrated, as Norris’s top speed and strong acceleration made for a troublesome combination, even for a works Mercedes.

Eventually, after McLaren had discussed with Norris that he could continue defending hard against Hamilton – in a way he had notably opted not to do against Bottas and Perez in the Styrian GP – so long as he didn’t hurt his left-rear tyre too much, Hamilton’s pressure broke through. On the lap when Norris’s penalty was announced, with Verstappen 8.6s gone in the lead, Hamilton attacked to the outside of Turn 3, then used DRS to seize the inside line before Turn 4. “Such a great driver, Lando”, the world champion said after passing by.



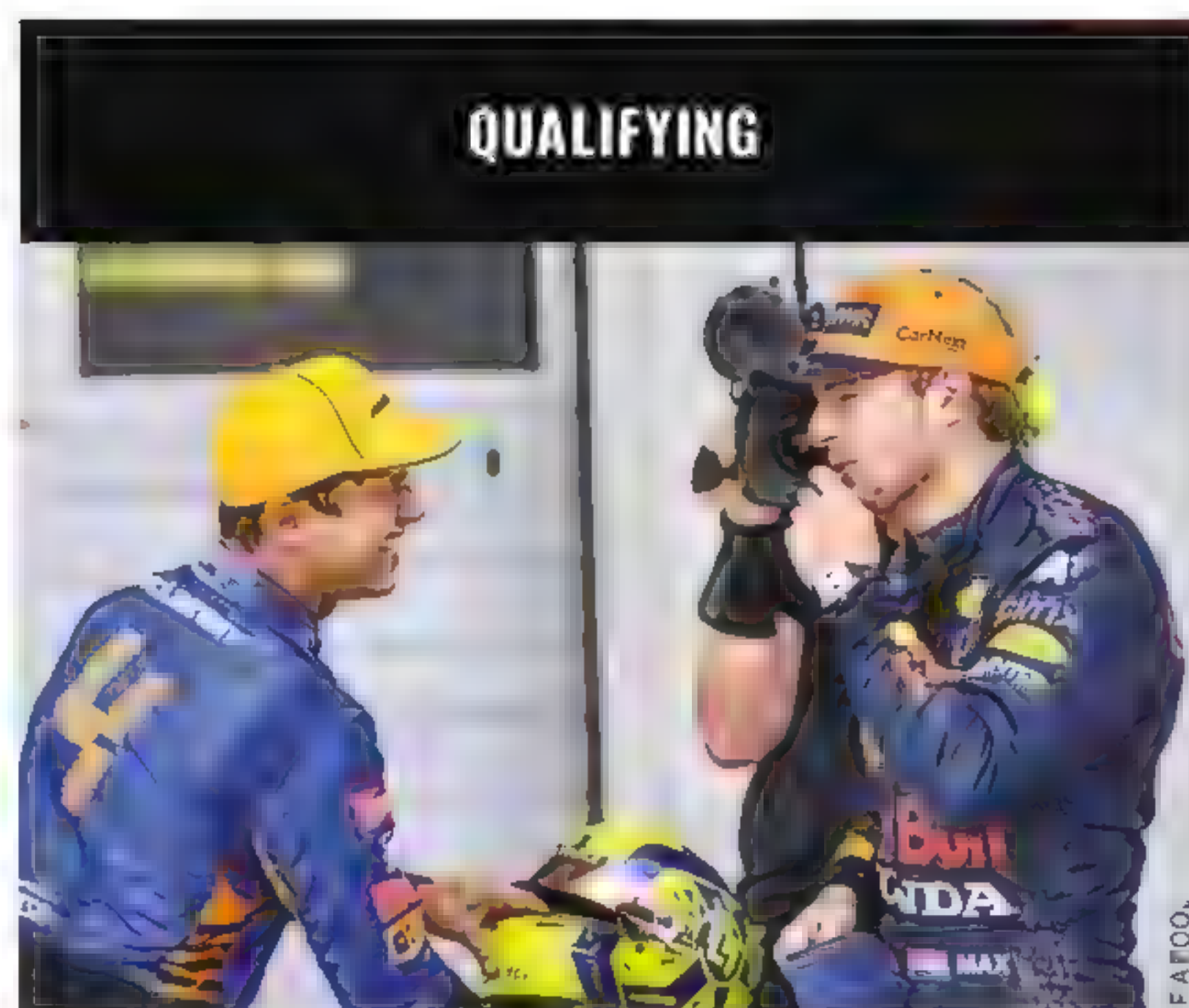
"It wasn't easy," Norris said of his battle with Hamilton. "Like, the whole of the first stint I think both Mercs were quicker than me, which was not a surprise, something I was expecting, but to hold them off as well as we did was a little bit of a surprise and for that long into the race."

Norris was left to trail Hamilton for much of the ensuing 10 laps after being passed, running generally 2.5s ahead of Bottas, who had been "just trying to play the long game and trying not to kill the tyres". He added: "I saw Lewis was putting pressure on Lando without really trying to be close and sliding around, and just decided to back off slightly."

But when McLaren called Norris in at the end of lap 30, the gap to Bottas having just dipped under two seconds, Mercedes didn't hesitate. As Norris had to take his penalty before being serviced, "we decided to follow him in" (said Shovlin) with Bottas. The Finn emerged comfortably in third, with Hamilton coming in at the end of the following lap, and Verstappen one lap further still. Once the stops had shaken out, Mercedes was in a solid 'damage limitation' position, far from the leader, but in control of the other podium spots. That was until it realised that Hamilton's car was suddenly wounded.

On lap 29, "out of Turn 10, where there's a pretty aggressive kerb", according to Mercedes team boss Toto Wolff, Hamilton had damaged the aerodynamic parts around his left-rear brake drum, which Wolff said cost him "about 30 [downforce] points," but insisted "we didn't see that was a driving mistake". Autosport estimates that this would have been worth around three quarters of a second per lap, and the damage was evident in Hamilton's car handling on lap 30, when he had to catch oversteer snaps through Turns 6 and 7, losing 0.6s.

"As it was all from the rear, the balance became difficult and we were damaging the rears with sliding," Shovlin said of Hamilton's early laps in his second stint. The damage was having such an impact on Hamilton's handling that the 5.7s lead he'd had over Bottas at the end of lap 32 eroded to 0.8s by the conclusion of lap 46, the lead Mercedes even going off in the runoff beyond Turn 1 at one stage. By this point Norris was just 2.2s behind Bottas's third place, having been lapping an average of 0.055s quicker in the 15 laps since their stops. >>



"There was potential, if you put the lap together and review things, to not easily but be ahead of both the Mercedes and a bit closer to Verstappen. Which would be cool."

Lando Norris was reflecting on his Styrian Grand Prix qualifying performance when he spoke those words ahead of the Austrian GP weekend. Such is the way in COVID times, the repeat event offered him and McLaren the chance to put right the (very minor) elements they felt had gone wrong in qualifying at the first attempt at the Red Bull Ring, where he'd ended up a 'paltry' fourth, and ahead of one Red Bull.

Last Saturday, Norris put the other one – championship leader Max Verstappen – under unexpected pressure. Verstappen's 1m03.720s from his first run in Q3 was again good enough for pole, but only because he lost out on his second lap running at the head of the shootout pack and therefore "just lost time on the straights", despite not locking up at the tight uphill right of Turn 3, as he had done on his opening effort.

But Norris was actually ahead with one corner to go when it came to his best Q3 lap – his second effort. Running in Verstappen's wake, Norris had used his MCL35M's straightline prowess and nailed Turn 1, where he'd been struggling in practice until "the car comes alive a bit more when you take the fuel out" in qualifying. But understeer at the final corner cost him 0.048 seconds, and a shock pole was gone.

"I took quite a few more risks and that's where I found a lot of my lap time and it paid off in the end," said Norris, who did beat the Mercedes pair – led by Lewis Hamilton – as they struggled keeping their softs in the best operating window and did not go faster on their second Q3 laps.

Behind Valtteri Bottas, Pierre Gasly, Yuki Tsunoda and Sebastian Vettel came George Russell. The Williams driver was the other qualifying sensation, beating Lance Stroll to ninth (eighth on the grid after Vettel's penalty for blocking Fernando Alonso in Q2 was applied), in his team's first progression to the final part of qualifying since the 2018 Italian GP.

Russell had actually apologised to Williams for going "too fast" at the start of Q2, where a lap on the softs had put him ninth ahead of the final runs in the middle segment. Williams "desperately" didn't want to start on that tyre, said team head of head of vehicle performance Dave Robson, so had instructed Russell to lift off out of the final two corners. But his pace elsewhere meant Robson was "not completely confident" he'd go faster on the mediums for his final Q2 lap, which he did as delight flooded the Williams garage.

"I TOOK QUITE A FEW MORE RISKS AND THAT'S WHERE I FOUND A LOT OF MY LAP TIME AND IT PAID OFF"



Mercedes had a decision to make. It could order Bottas to hold station, as it initially did, or allow him past Hamilton. On lap 52, Hamilton was ordered to "invert" his position with Bottas at Turn 3, which he did – he went deep and allowed his team-mate alongside and then ahead on the run to Turn 4.

Hamilton had little chance of resisting Norris, and a lap later the McLaren nipped past on the inside into Turn 6, after having a look on the outside of Turn 4. Mercedes immediately called Hamilton in for a new set of hards – with enough time in hand for a 'free' pitstop in front of Perez – and to make crucial wing adjustments to try to help his handling balance. The result was a string of times in the 1m08s – a bracket he hadn't previously reached in the race to that point – over

the final 16 laps, after which he finished a rather lonely fourth.

Norris pursued Bottas to the flag, the final gap between them 2.0s. "At some point we thought there was a chance to attack him," said Seidl. "But as soon as Lando got into dirty air, it was simply not possible to attack. And then Valtteri was just too strong."

Bottas came home 18s adrift of Verstappen. The runaway leader had pulled a 27.1s gap by lap 60, when Red Bull called him in for a "prudent" extra stop – according to team boss Christian Horner – still haunted by the Baku blowouts. Red Bull actually reported a small cut to Verstappen's previous set of hards that "wasn't significant" but "enough to catch your attention," said Horner. Verstappen duly used the fresh hards he was given to put the fastest lap prize he'd already

TRACK





been holding out of sight of the rest – his 1m06.200s was 1.6s clear of Sainz's next best effort and just 0.6s outside the lap record.

"I was not sure if they were going to box me for that fastest lap, so I was actually quite happy when they called me in," Verstappen explained. "And yeah, they found out the cut but honestly while driving I had no idea, I didn't feel anything. But better be safe and then I could go for fastest lap, so it was perfect."

'Perfect' pretty much sums up Verstappen's race. But behind, Norris came across the line silent until declaring himself "not happy" as he waved to the crowd on the in-lap, annoyed that second place had gone begging to his pitstop time loss with the penalty. Arguably, Perez's absence following their clash actually created the chance

"AS SOON AS LANDO GOT INTO DIRTY AIR, IT WAS NOT POSSIBLE TO ATTACK. VALTTERI WAS JUST TOO STRONG"



to take second, allied with Hamilton's misfortune. But Norris knew McLaren was "there on merit".

"We were fighting third and second for the whole race – even until lap 71," he added. "The track temperature and ambient temperature were helping us a lot [the track temperature was 20C cooler at its peak than at the Styrian GP]. We did make a step forward and I think the car was definitely better and nicer to drive, both in qualifying and the race."

There's an argument that this was McLaren's best result since Brazil 2012 – the last time it started on the front row and still its most recent F1 victory. The double podium of Melbourne 2014 needed Hamilton to retire and Ricciardo to be disqualified. Perhaps Monza 2020 is a real rival result given Sainz's pace even before the safety car and red flag chaos. But over two races in Austria this year, Norris took on F1's best two teams and firmly got among them. He was well beaten in round one, but improved enough to hold his own in round two.

Wolff reckoned "if we hadn't been stuck behind the McLaren at the beginning, where we lost chunks of time, we would have been racing [Verstappen]", although this is debatable, with even Shovlin adding, "his pace was too strong, that even if Lewis had had stint one behind him, I don't think we'd have troubled them".

But there can be no doubting the impact Norris has had in the title race with his Austrian GP performance. Although he contributed to Perez's absence, without his presence, pace and pressure in the second stint, Mercedes probably would have secured a 2-3, possibly even with the hobbled Hamilton still ahead.

Red Bull, Mercedes and McLaren now head to Silverstone to see how much their respective Austrian form was track-specific. But thanks to Norris's brilliant disruption, Verstappen does that with a 32-point cushion over Hamilton.

"Such a great driver" indeed. 🏆

NEXT F1 REPORT

BRITISH GRAND PRIX 22 JULY ISSUE

A capacity crowd at Silverstone is set to witness what has all the makings of a classic – with the debut of sprint qualifying added to the mix.

FERRARIS RECOVER WELL AFTER Q2 EXIT

Ferrari was surprised to be dumped out of Q2 at the Austrian Grand Prix, but its reluctance to run the soft Pirelli tyre arguably played into its hands in the race.

Without the burden of having to use the C5 rubber, the team could run one-stop strategies, which allowed Carlos Sainz Jr and Charles Leclerc to climb into the points.

But it wasn't easy. Although Leclerc made up ground at the start running the mediums, Sainz started on the hards and lost ground on the opening lap with cold tyres. After Sergio Perez dropped down the order following his clash with Lando Norris, he was in Leclerc's range, but the Red Bull undercut the Ferrari while Sainz was homing in on the battle.

Sainz pitted for mediums much deeper into the race, coming out behind the pair as they fought with Daniel Ricciardo for fifth. The Perez/Leclerc scraps were spicy, with the Red Bull driver copping two penalties for edging Leclerc off the track at Turn 4 and later at Turn 6.

Once Perez had cleared Ricciardo, Leclerc and Sainz swapped places with just over six laps to go as the Monegasque couldn't find a way past the McLaren. Sainz completed the pass on Ricciardo on the penultimate tour, and kept just close enough to Perez to assume fifth place once the Mexican's penalties were applied.



Vettel sparks Alonso anger over blocking in qualifying

Qualifying etiquette was in the spotlight again in Austria, as Sebastian Vettel received a grid penalty for blocking Fernando Alonso, who felt that "10 or 12 cars" should have been sanctioned.

Alonso was forced to abandon his last lap in Q2 after being impeded at the final corner by Vettel, sparking an angry response from the Alpine driver, while Vettel was quick to raise a hand from his cockpit and apologise.

A long train of cars had slowed between Turns 9 and 10 to prepare for their final Q2 laps, despite race director Michael Masi writing in his event notes that they should not do so. Vettel received a three-place grid drop for blocking Alonso, while Carlos Sainz Jr and Valtteri Bottas were also investigated but later cleared.

Aston Martin racer Vettel felt it was "the fault of the drivers ahead that just keep jumping the queue", and that the stewards had "said I did nothing wrong, so I don't understand why I got a penalty".

Alonso thought the FIA could

intervene to police things better: "On the safety side, we cannot put everything on the teams' table, because they are always looking about competitiveness. So, maybe we need help from the FIA."

Vettel found himself in the stewards' office again after the race to discuss the last lap crash with Kimi Raikkonen (see right) as they fought over 12th place.

Vettel managed to nip ahead of Raikkonen exiting Turn 4 after catching the Alfa Romeo on fresher tyres late on during his two-stopper, only for Raikkonen to close the door late and punt the Aston around. Both were able to drive away, slowly, but Raikkonen landed a 20-second penalty for causing a collision.

Even so, Raikkonen actually moved from 16th to 15th in the final results after all penalties surrounding that late incident were applied. He benefited from a 30s penalty given to Nicholas Latifi, who failed to slow for double waved yellows at the scene of the crash. Nikita Mazepin received the same penalty.

BIG NUMBER

50

Max Verstappen has now scored 50 podiums in Formula 1. It has taken him 128 races, and the Dutchman is the 17th driver to achieve the feat in the world championship. Niki Lauda was the first, at the 1984 Austrian GP.





Russell's first point for Williams denied by Alonso

Despite the promise of George Russell's eighth-place starting berth, points once again eluded the Williams driver after a thrilling late-race battle with Alpine's Fernando Alonso.

Russell, who lost ground getting swamped on the opening lap, was on a one-stop strategy and seemed to be on course to finally score his first points for Williams. He shuffled up the order thanks to his strong pace and the Aston Martins and Yuki Tsunoda being tied to two-stop strategies after starting on the softs.

But Russell's pace began to drop towards the end of the race and he was reeled in by Alonso. Despite the Alpine's pace advantage, Russell continued to hold firm and for a long

time resisted Alonso's overtures for the final point, placing his car on the limits of acceptability to keep the double world champion at bay. But with five laps remaining, the inevitable was upon Russell, and Alonso cleared him into Turn 4 to deny Williams a first point since 2019.

"If you could choose anybody to have behind you in that situation, you wouldn't choose Fernando," said Russell, who was also investigated over his defence against Kimi Raikkonen once Alonso had passed. "He didn't make it easy."

Alonso enjoyed the battle, but admitted: "When I saw it was George, I felt a little bit sad the battle had to be with him."

'MISUNDERSTANDING' CAUSED RAIKKONEN-VETTEL SHUNT

Sebastian Vettel put the late crash caused by Kimi Raikkonen down to a "misunderstanding" between the pair, but felt Aston Martin lacked the pace for points in Austria.

Vettel recovered from his grid penalty (see left) to run eighth early on, but was forced into a two-stop strategy after starting on soft tyres, leaving him back in 14th after his final service. The clash with Raikkonen meant Vettel was classified 17th, but he had no ill words for his former Ferrari team-mate, who had been chasing George Russell for 11th.

"I think there must have been a misunderstanding," Vettel said. "I thought I was on the inside and thought I was ahead. But I don't know. Even before that, we did not have the speed to fight for points."



Q&A

SERGIO PEREZ RED BULL DRIVER

What happened in the incidents at Turn 4 with Norris, and there and Turn 6 with Leclerc?

Well, basically with Norris it was lap one [lap four after the safety car restart]. He got away with it. He didn't have any damage. But obviously, next time [things] can be very different. And it's only 'lap one'. I felt that I was ahead and he just ran me out of the circuit,



which wasn't fair enough in racing. And then with Charles I'm very sorry, because that's not the way I like to race. You know, I'm not that type of driver that races that way. We were in very dirty air [behind Daniel Ricciardo], very hot tyres, very hot brakes. And we were just trying to brake as late as possible, obviously. I haven't seen the incidents, but I'm very sorry if I ended up affecting his race because Charles is a driver that races very hard, but always on

the limit. So yeah, and then the same [in the second clash at Turn 6]. So, I'm not happy with myself in that. I just move on.

Did you pick up any damage in the clash with Norris?

Yeah, I got some damage. From the gravel I guess.

Did you get to talk to Leclerc after getting out of the car in parc ferme?

Yeah. Basically, I said what happened from my side, but obviously it isn't enough. It's not nice when you have this type of

issues. But he knows from my side that I'm not that type of driver and that I'm not comfortable with myself.

How do you feel leaving Austria?

I don't feel happy with myself for compromising the race of another driver. But I am very happy for Max and the rest of the team, it was great that we could get more points today at our home race at the Red Bull Ring. We move on and I'm looking forward to the next race at Silverstone.

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DRAWING BOARD

GIORGIO PIOLA

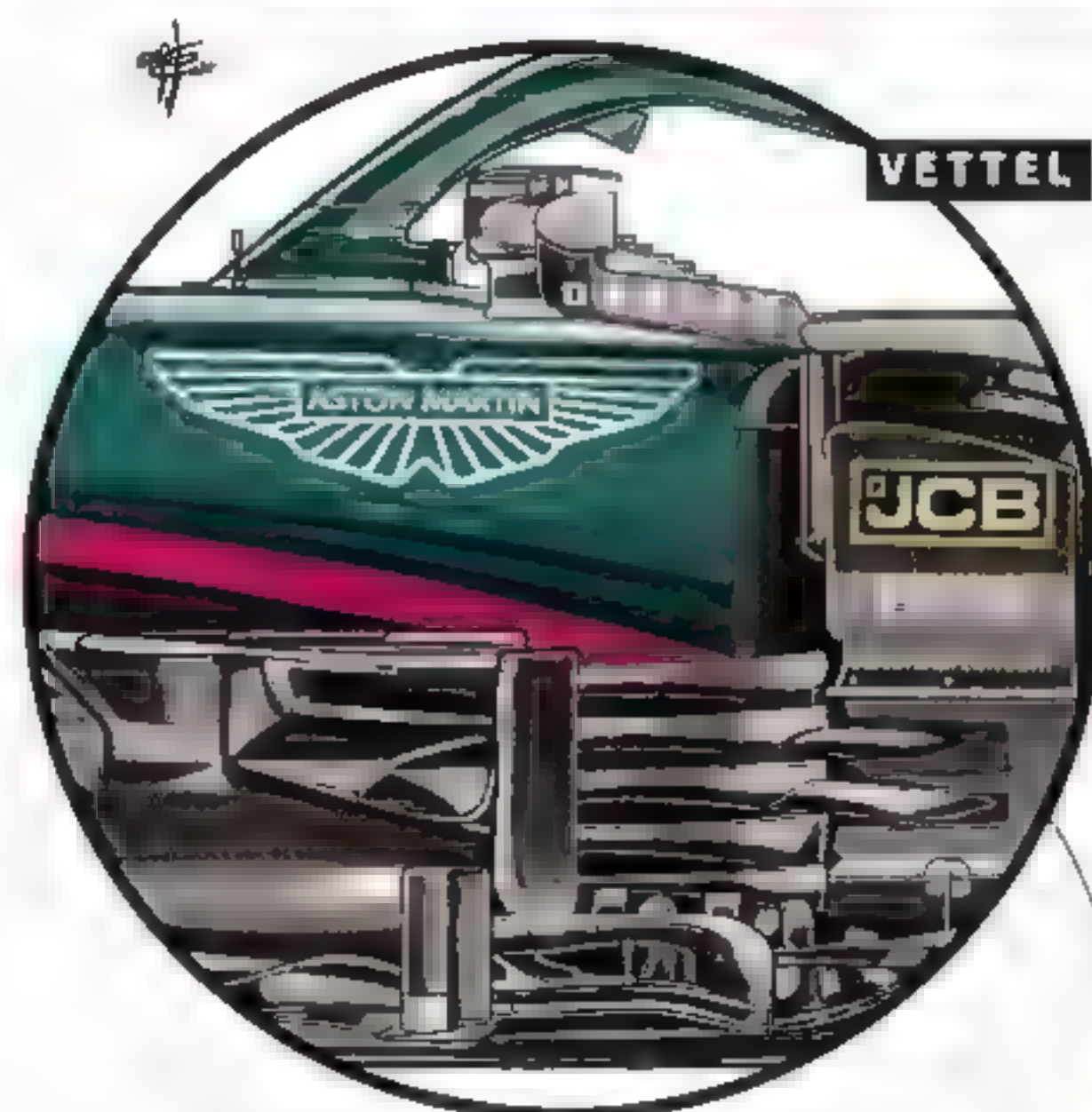
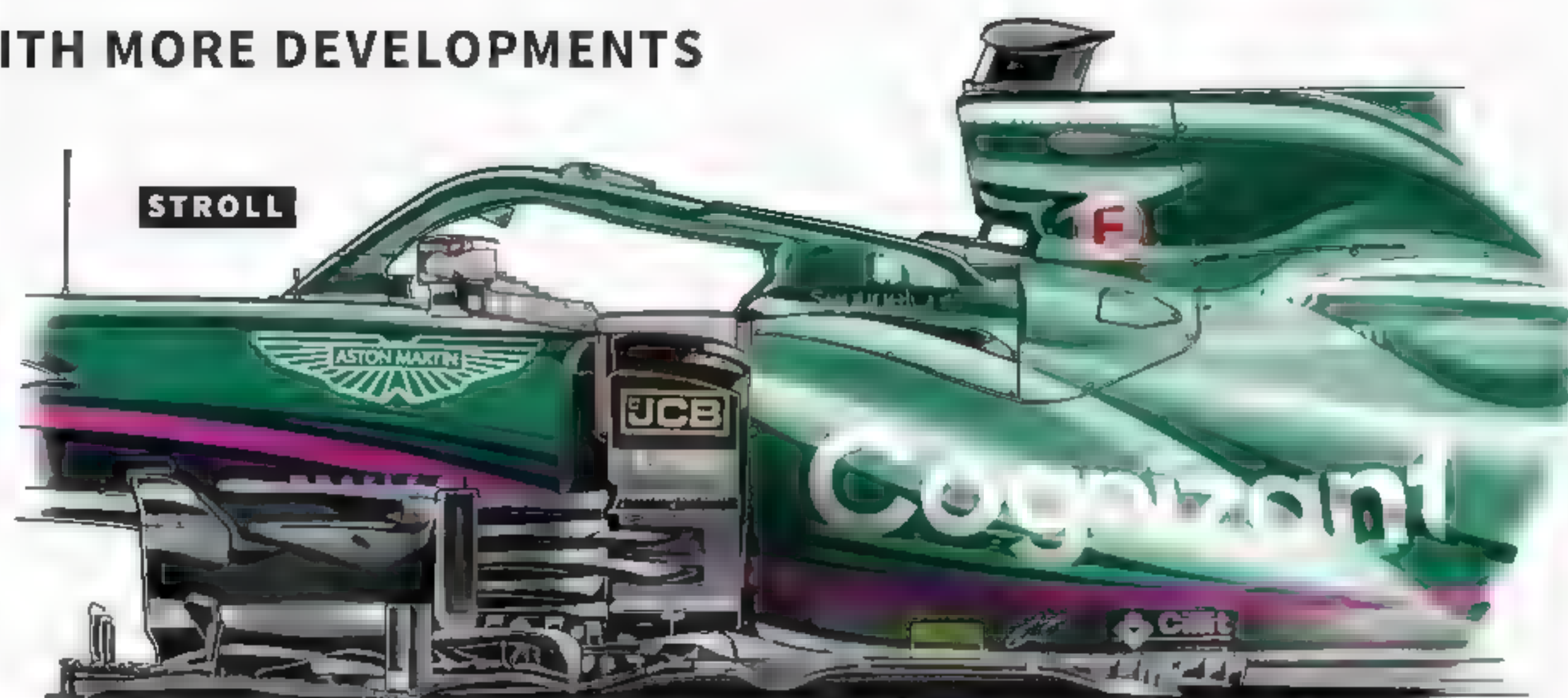
ASTON PUSHES FORWARD WITH MORE DEVELOPMENTS

After a tough start to the season under its new guise, thanks to the 2021 floor regulations setting the team back, Aston Martin has thrown a lot of effort into making its AMR21 a proper midfield contender. Having already overhauled its sidepods earlier this season to provide a distinct channel for air to flow down towards the floor, the team has continued to develop and reworked its bargeboard package for the Austrian Grand Prix.

The new bargeboards only appeared on Lance Stroll's car for the weekend, featuring a new 'boomerang' design. The old design used by Sebastian Vettel during the weekend had its upper part mounted to the bargeboard's upper edge and forked into a twin-boomerang set-up, at which the ends mounted to the front-most outer vertical piece. On Stroll's car, this was reversed; the two boomerangs mounted to the bargeboard independently, and then converged at the outer part before attaching to the outer elements, perhaps opting for greater flow control down the centre of the car.

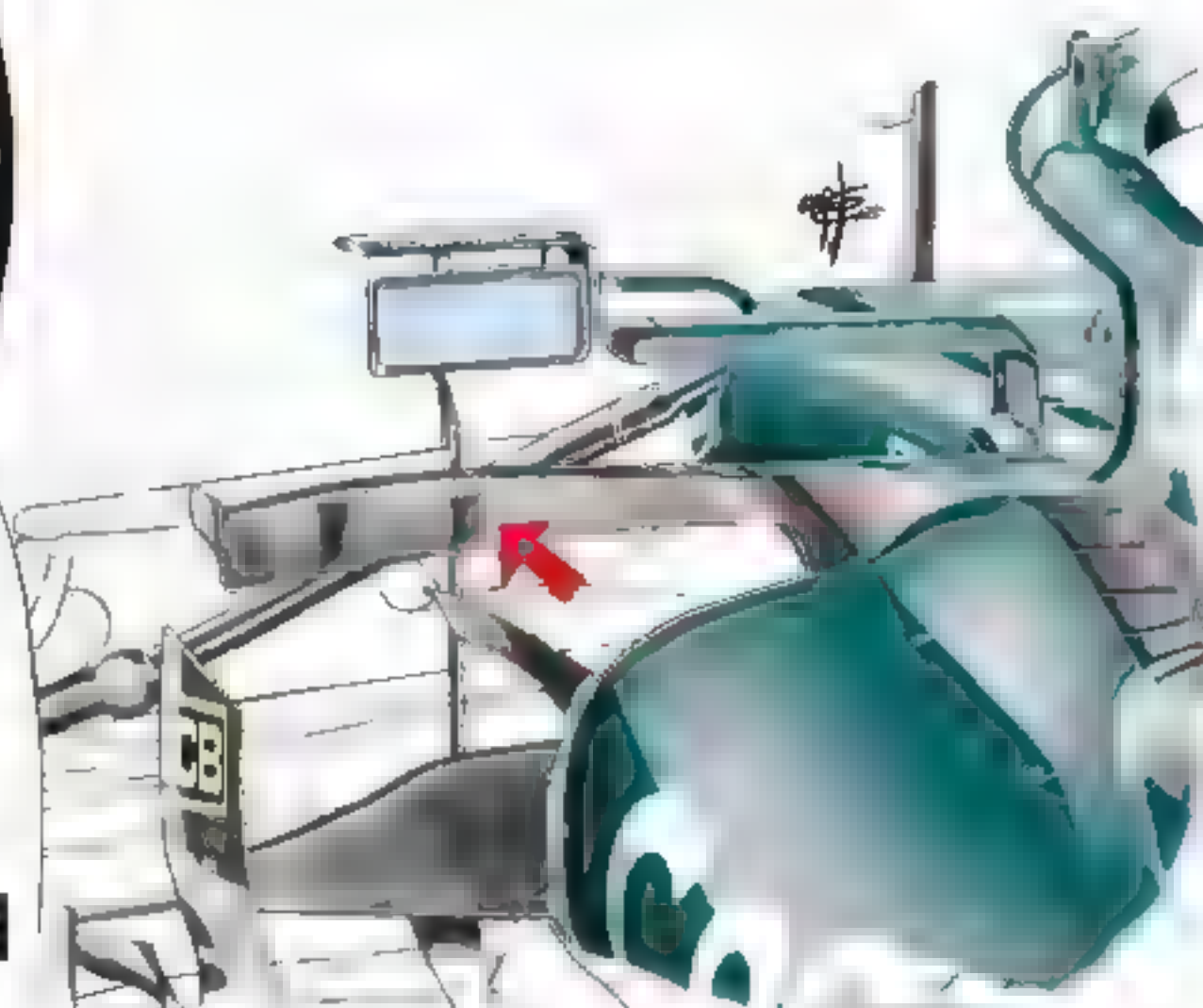
Aston Martin added two fins to the upper sidepod winglet, diverting airflow outwards to seemingly further control the upper portion of the front-tyre wake. The team also introduced a revised front wing, with a new upper element, which may serve to redistribute the aero load further inboard.

JAKE BOXALL-LEGGE



NEW BARGEBOARD 'BOOMERANG' DESIGN TRIALLED ON STROLL'S CAR

PAIR OF FINS ON UPPER SIDEPOD WINGLET TO TARGET FRONT-TYRE WAKE



VERSTAPPEN'S CAR'S SIXTH 'VENETIAN BLIND' IS SHORTER

MORE TWEAKS FOR VERSTAPPEN'S CAR

Aston Martin was not the only team to have brought a new bargeboard design for one of its cars, as Red Bull introduced a small update to Max Verstappen's car. Throughout the year, Red Bull has continued to add to its 'Venetian blind'-style bargeboard package, which can help send airflow along the flanks of the car in a straight line and develop downforce while in yaw.

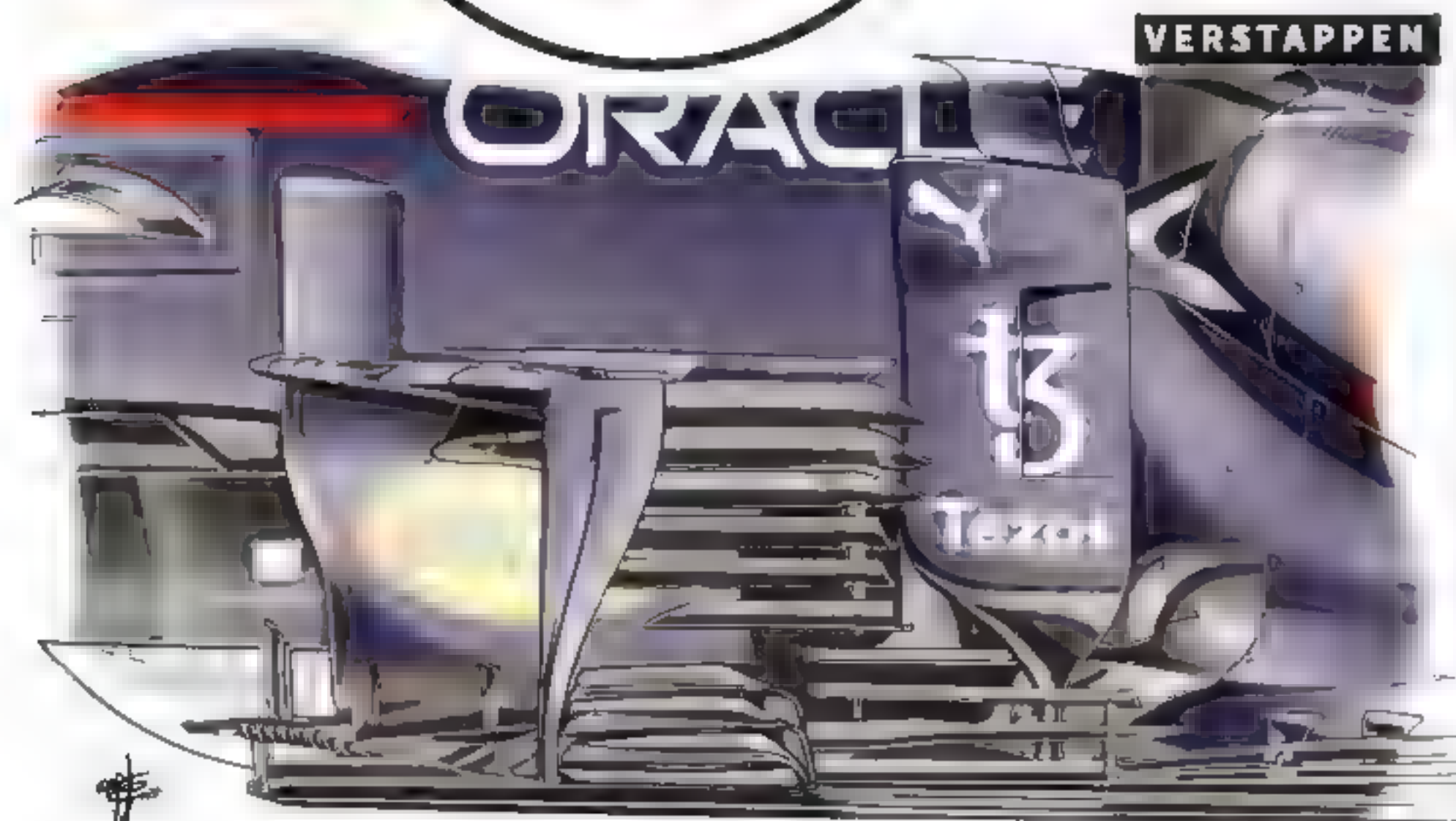
On Verstappen's car, the sixth element down has been shortened, which allows more space for the new development to play. The bottom set of horizontal elements, nestled behind the twisted front element, has been revised. Red Bull has added an extra piece and reduced the slot gap size between them. These have also been straightened up, although the

outer edge has been curled up slightly to assist with the placement of airflow and add camber into the design for when the car is turning.

It's only a minor change but, with Mercedes set to pause its W12 development once the team's remaining new parts have emerged from the pipeline, it suggests that Red Bull is not quite yet willing to end its 2021 development, and is continuing to extract more performance from its heavily developed bargeboard arrangement.

Thankfully, these areas will be gone from 2022's F1 formula, because they're becoming ridiculous in size, detail... and expense.

JAKE BOXALL-LEGGE



20 Mazepin #9 1m05.951s	18 Latifi #6 1m05.195s	16 Raikkonen #7 1m05.009s	14 Alonso #14 1m04.856s	12 Leclerc #16 1m04.600s
19 Schumacher #47 1m05.427s	17 Ocon #31 1m05.051s	15 Giovinazzi #99 1m05.083s	13 Ricciardo #3 1m04.719s	11 Vettel #5 1m04.570s

FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Verstappen	1m05.143s	1	Hamilton	1m04.523s	1	Verstappen	1m04.591s
2	Leclerc	1m05.409s	2	Bottas	1m04.712s	2	Bottas	1m05.129s
3	Sainz	1m05.431s	3	Verstappen	1m04.740s	3	Hamilton	1m05.277s
4	Bottas	1m05.445s	4	Stroll	1m05.139s	4	Gasly	1m05.280s
5	Tsunoda	1m05.474s	5	Vettel	1m05.268s	5	Giovinazzi	1m05.345s
6	Raikkonen	1m05.586s	6	Tsunoda	1m05.356s	6	Sainz	1m05.347s
7	Hamilton	1m05.709s	7	Gasly	1m05.379s	7	Perez	1m05.396s
8	Perez	1m05.726s	8	Alonso	1m05.393s	8	Alonso	1m05.434s
9	Gasly	1m05.726s	9	Norris	1m05.466s	9	Leclerc	1m05.484s
10	Norris	1m05.880s	10	Giovinazzi	1m05.511s	10	Vettel	1m05.542s
11	Ocon	1m05.980s	11	Perez	1m05.516s	11	Stroll	1m05.546s
12	Ricciardo	1m06.181s	12	Ocon	1m05.527s	12	Tsunoda	1m05.561s
13	Stroll	1m06.203s	13	Sainz	1m05.620s	13	Ocon	1m05.674s
14	Zhou	1m06.414s	14	Raikkonen	1m05.624s	14	Russell	1m05.694s
15	Vettel	1m06.444s	15	Ricciardo	1m05.698s	15	Norris	1m05.700s
16	Ilott	1m06.564s	16	Leclerc	1m05.708s	16	Ricciardo	1m05.725s
17	Schumacher	1m06.583s	17	Russell	1m05.819s	17	Raikkonen	1m05.747s
18	Nissany	1m06.683s	18	Schumacher	1m05.911s	18	Schumacher	1m06.078s
19	Latifi	1m06.978s	19	Latifi	1m06.014s	19	Latifi	1m06.105s
20	Mazepin	1m07.316s	20	Mazepin	1m06.173s	20	Mazepin	1m06.289s

WEATHER Overcast, air 18-20C track 30-34C WEATHER Overcast, air 19-21C track 29-32C WEATHER Sunny, air 22-23C track 45-50C

SPEED TRAP (QUALIFYING)	
Alfa Romeo	200.8mph
AlphaTauri	198.8mph
Ferrari	198.8mph
McLaren	198.8mph
Williams	198.7mph
Red Bull	198.4mph
Alpine	197.4mph
Aston Martin	196.9mph
Haas	196.9mph
Mercedes	194.9mph

QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Verstappen	1m04.249s	1	Verstappen	1m03.927s	1	Verstappen	1m03.720s
2	Norris	1m04.345s	2	Hamilton	1m04.258s	2	Norris	1m03.768s
3	Alonso	1m04.472s	3	Bottas	1m04.376s	3	Perez	1m03.990s
4	Hamilton	1m04.506s	4	Gasly	1m04.412s	4	Hamilton	1m04.014s
5	Bottas	1m04.563s	5	Norris	1m04.415s	5	Bottas	1m04.049s
6	Sainz	1m04.596s	6	Perez	1m04.483s	6	Gasly	1m04.107s
7	Giovinazzi	1m04.782s	7	Vettel	1m04.493s	7	Tsunoda	1m04.273s
8	Perez	1m04.833s	8	Tsunoda	1m04.518s	8	Vettel	1m04.570s
9	Gasly	1m04.841s	9	Stroll	1m04.547s	9	Russell	1m04.591s
10	Vettel	1m04.846s	10	Russell	1m04.553s	10	Stroll	1m04.618s
11	Leclerc	1m04.906s	11	Sainz	1m04.559s			
12	Russell	1m04.907s	12	Leclerc	1m04.600s			
13	Stroll	1m04.927s	13	Ricciardo	1m04.719s			
14	Tsunoda	1m04.967s	14	Alonso	1m04.856s			
15	Ricciardo	1m04.977s	15	Giovinazzi	1m05.083s			
16	Raikkonen	1m05.009s						
17	Ocon	1m05.051s						
18	Latifi	1m05.195s						
19	Schumacher	1m05.427s						
20	Mazepin	1m05.951s						

WEATHER Sunny, air 25-27C track 49-52C



SEASON STATS

DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	182	1	1
2 Hamilton	150	1	1
3 Perez	104	1	2
4 Norris	101	3	2
5 Bottas	92	2	1
6 Leclerc	62	4	1
7 Sainz	60	2	4
8 Ricciardo	40	6	6
9 Gasly	39	3	4
10 Vettel	30	2	8
11 Alonso	20	6	9
12 Stroll	14	8	10
13 Ocon	12	7	5
14 Tsunoda	9	7	7
15 Raikkonen	1	10	14
16 Giovinazzi	1	10	10
17 Russell	0	11	9
18 Schumacher	0	13	15
19 Mazepin	0	14	18
20 Latifi	0	15	14

CONSTRUCTORS' CHAMPIONSHIP

1 Red Bull	286
2 Mercedes	242
3 McLaren	141
4 Ferrari	122
5 AlphaTauri	48
6 Aston Martin	44
7 Alpine	32
8 Alfa Romeo	2
9 Williams	0
10 Haas	0

QUALIFYING BATTLE

Hamilton	6	3 Bottas
Perez	1	8 Verstappen
Ricciardo	3	6 Norris
Vettel	5	4 Stroll
Alonso	5	4 Ocon
Leclerc	6	3 Sainz
Gasly	9	0 Tsunoda
Raikkonen	2	7 Giovinazzi
Mazepin	1	8 Schumacher
Latifi	0	9 Russell

Scores ignore sessions if a driver didn't participate in qualifying or had a serious technical problem

WINS

Verstappen	5	Pole Positions	4
Hamilton	3	Hamilton	2
Perez	1	Leclerc	2
		Bottas	1

FASTEST LAPS

Verstappen	4
Hamilton	3
Bottas	2

STARTING GRID

10 Sainz #55 1m04.559s	9 Stroll #18 1m04.618s	8 Russell #63 1m04.591s	7 Tsunoda #22 1m04.273s	6 Gasly #10 1m04.107s	5 Bottas #77 1m04.049s	4 Hamilton #44 1m04.014s	3 Perez #11 1m03.990s	2 Norris #4 1m03.768s	1 Verstappen #33 1m03.720s
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RACE RESULTS ROUND 9/23 (71 LAPS - 190.43 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Max Verstappen (NLD)	Red Bull-Honda	1h23m54.543s	71	Mu, Hn, Hn
2	Valtteri Bottas (FIN)	Mercedes	+17.973s		Mu, Hn
3	Lando Norris (GBR)	McLaren-Mercedes	+20.019s		Mu, Hn
4	Lewis Hamilton (GBR)	Mercedes	+46.452s		Mu, Hn, Hn
5	Carlos Sainz Jr (ESP)	Ferrari	+57.144s		Hn, Mu
6	Sergio Perez (MEX)	Red Bull-Honda	+57.915s		Mu, Hn
7	Daniel Ricciardo (AUS)	McLaren-Mercedes	+1m00.395s		Mn, Hn
8	Charles Leclerc (MCO)	Ferrari	+1m01.195s		Mu, Hn
9	Pierre Gasly (FRA)	AlphaTauri-Honda	+1m01.844s		Su, Hn, Hn
10	Fernando Alonso (ESP)	Alpine-Renault	-1 lap/+11.044s		Mn, Hn
11	George Russell (GBR)	Williams-Mercedes	-1 lap/+16.676s		Mu, Hn
12	Yuki Tsunoda (JPN)	AlphaTauri-Honda	-1 lap/+27.419s		Su, Hn, Hn
13	Lance Stroll (CAN)	Aston Martin-Mercedes	-1 lap/+34.077s		Su, Hn, Hn
14	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	-1 lap/+37.018s		Mn, Hn, Hn
15	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	-1 lap/+1m04.895s		Hn, Mn
16	Nicholas Latifi (CAN)	Williams-Mercedes	-1 lap/+1m13.301s		Mn, Hn
17	Sebastian Vettel (DEU)	Aston Martin-Mercedes	69 laps-collision		Su, Hn, Hn
18	Mick Schumacher (DEU)	Haas-Ferrari	-2 laps/+5.964s		Mn, Hn
19	Nikita Mazepin (RUS)	Haas-Ferrari	-2 laps/+1m27.034s		Mn, Hn, Hn
R	Esteban Ocon (FRA)	Alpine-Renault	0 laps-collision		Mn

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Verstappen	1m06.200s	-	62
2	Sainz	1m07.762s	+1.562s	70
3	Hamilton	1m08.126s	+1.926s	55
4	Gasly	1m08.146s	+1.946s	54
5	Perez	1m08.192s	+1.992s	55
6	Bottas	1m08.374s	+2.174s	52
7	Alonso	1m08.405s	+2.205s	70
8	Vettel	1m08.420s	+2.220s	51
9	Tsunoda	1m08.455s	+2.255s	54
10	Norris	1m08.471s	+2.271s	62
11	Raikkonen	1m08.520s	+2.320s	62
12	Stroll	1m08.659s	+2.459s	54
13	Leclerc	1m08.698s	+2.498s	55
14	Ricciardo	1m08.820s	+2.620s	56
15	Latifi	1m08.874s	+2.674s	69
16	Russell	1m08.900s	+2.700s	56
17	Giovinazzi	1m09.042s	+2.842s	55
18	Schumacher	1m09.394s	+3.194s	56
19	Mazepin	1m09.757s	+3.557s	49
20	Ocon	no time		

WEATHER Overcast, air 21-23C track 33-36C

WINNER'S AVERAGE SPEED 136.17mph
FASTEST LAP AVERAGE SPEED 145.91mph

TYRES

KEY: H - Hard M - Medium S - Soft n - New set u - Used set



RACE BRIEFING

FP1
GUANYU ZHOU replaced **ALONSO** at Alpine
CALLUM ILOTT replaced **GIOVINAZZI** at Alfa Romeo
ROY NISSANY replaced **RUSSELL** at Williams

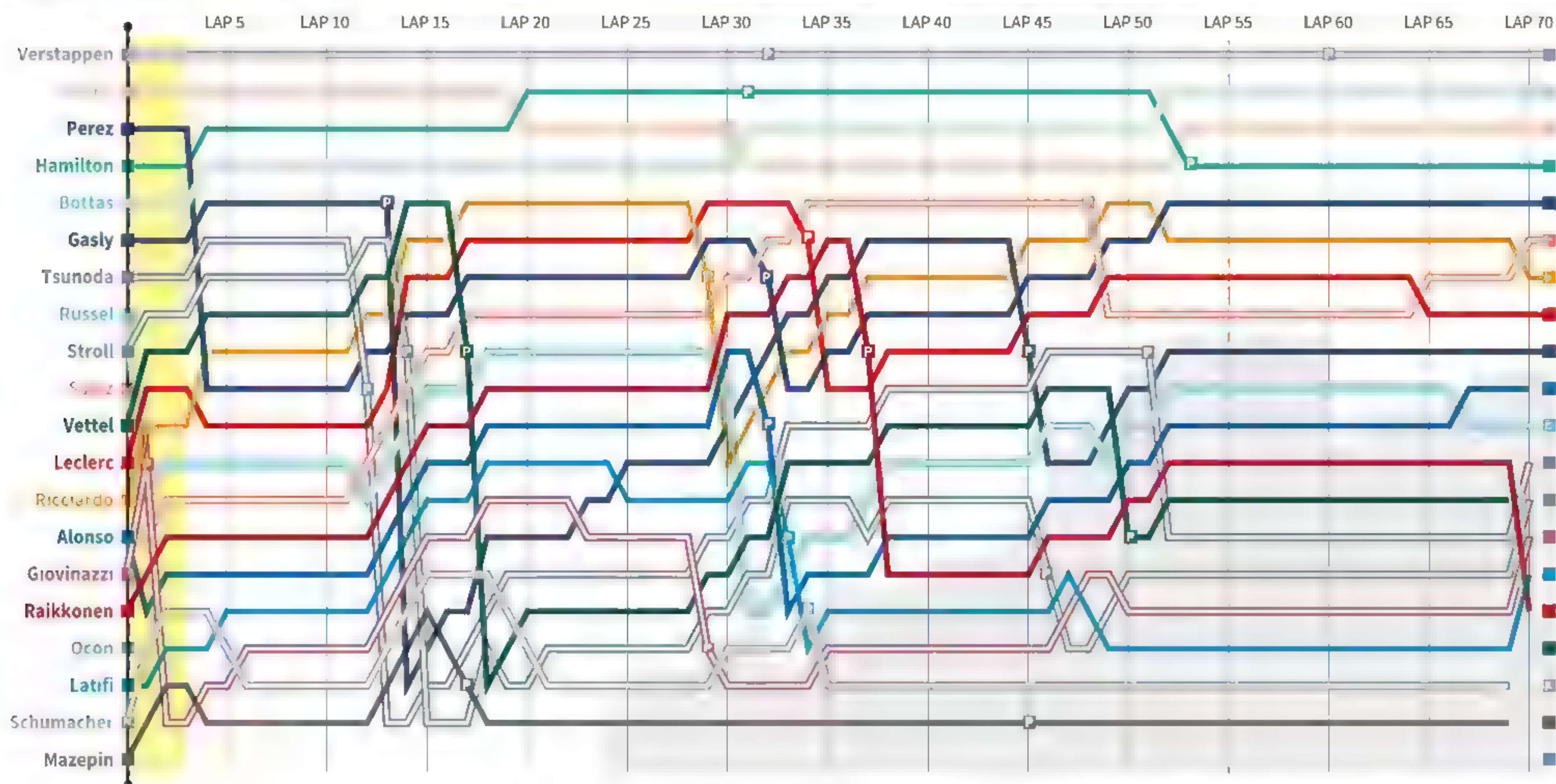
GRID PENALTIES
VETTEL Three-place penalty, one licence point for impeding Alonso in Q2

RACE PENALTIES
GIOVINAZZI 5s penalty, two licence points for overtaking during safety car period
NORRIS 5s penalty, two

licence points for forcing Perez off the track
PEREZ 10s penalty, four licence points for twice forcing Leclerc off the track
STROLL 5s penalty for speeding in the pitlane
TSUNODA 10s penalty, two licence points for twice crossing the pit entry line

RAIKKONEN 20s penalty, two licence points for causing a collision with Vettel
MAZEPIN 30s penalty, three licence points for failing to respect double yellow flags
LATIFI 30s penalty, three licence points for failing to respect double yellow flags

LAP CHART What happened, when



P Pitstop C Crash M Mechanical failure S Spin + Penalty Car lapped Safety car

NORRIS AND VERSTAPPEN NAIL IT AGAIN IN AUSTRIA

For the second week running in Spielberg it's the McLaren and Red Bull aces who stand out with their top scores

ALEX KALINAUCKAS

MERCEDES



Started 4th — Result 4th

8 Main reason for his tally versus the maximum scorers was qualifying defeat to Norris. Can be given the benefit of the doubt that the rear-brake damage wasn't down to a serious mistake given he was not noticeably offline when it happened. Pace still strong even with a damaged car.



Started 5th — Result 2nd

7 The difference in his score versus Hamilton's is largely down to his qualifying defeat. In the race he was solid in the first stint, but only really got back on terms with his team-mate because Hamilton sustained damage, and then didn't exactly drop Norris on the run to the flag.

RED BULL



Started 3rd — Result 6th

6 Must be marked down for ending up behind Norris in qualifying. This left him needing to be aggressive, which ultimately led to Turn 4 clash – he isn't marked down for either that incident or one with Leclerc. Did deserve a penalty for nearly dropping his car when Ferrari was alongside at Turn 6.



Started 1st — Result 1st

10 Simply lovely. Didn't go quicker on his final Q3 lap due to a lack of tow, but as he didn't lose pole it doesn't impact the maximum score. In the race he was mighty: warded off Norris at the start, dropped him at the restart, and then sailed clear to score his first F1 grand slam.

McLAREN



Started 13th — Result 7th

6 A good race performance, particularly when resisting Perez and Sainz. But score has to reflect where he ended up versus his team-mate in qualifying and the race. Was at a loss to explain Q2 exit, but made good progress early on and then aaced the one-stopper to get back in the points.



Started 2nd — Result 3rd

10 A tough call on whether he earns the maximum because of his penalty, but we disagree with the stewards over the Turn 4 incident. Plus, he so nearly took pole and was so strong pace-wise in his second stint that the Mercedes pair had to orchestrate a swap to preserve second.

ASTON MARTIN



Started 11th — Result 17th

6 Got through to Q3, but big part of that was down to impeding Alonso at the tail of late Q2 queue. The stewards not penalising others going slowly ahead was odd, but he could have jumped ahead too. Was executing a reasonable two-stopper when wiped out by Raikkonen.



Started 9th — Result 13th

4 Had he reproduced his Q2 time, he'd have been ahead of Vettel in qualifying. Also ended up behind Russell, which is pretty poor given Aston-Williams pace differential. In the race he was always in for a tough time on the two-stopper. Also needlessly got pinged for pitlane speeding.

ALPINE



Started 14th — Result 10th

7 Blameless in Vettel Q2 incident, but paid for opening Q2 run not being as strong as the Aston given he claimed he could have qualified "P4 or P5". Got himself pinched at Turn 3 and outdragged by Raikkonen on lap one, and trailed the Alfa until undercutting it at his stop.



Started 17th — Result R

4 Like Gasly a week earlier, his score is essentially based on his qualifying result, but is lowly because he was knocked out in Q1. Was just lacking pace when he felt the car balance was fine, and that meant he was vulnerable in the melee in the pack on the opening lap.

FERRARI



Started 12th — Result 8th

7 Score versus Sainz is chiefly down to his qualifying defeat, as there was little to choose between them in the race. Started well but was undone by his skirmishes with Perez, in which he was blameless other than taking on the risk that attacking on the outside presents.



Started 10th — Result 5th

8 Had he not got Ricciardo after being allowed past Leclerc late on, he'd have been scored down, but he did and rescued Ferrari's maximum result. What let him down was medium-shod Q2 exit, where Russell managed it in the Williams, and losing four places on cold tyres on lap one.



ALPHATAURI



Started 6th — Result 9th

9 Hard to see what he did wrong given starting on the softs meant a much harder race. Was just 0.058s off beating Bottas in qualifying, then attacked him on lap one. Maybe with better tyre management he might have done a little better, as he struggled more than he expected on this front.



Started 7th — Result 12th

6 Being within two tenths of a driver as fast as Gasly in qualifying is impressive, but he ruined all that with a pair of penalties for crossing the pitlane entry line. It was such fine margins, but there was just no excuse, as it cost him the chance to be in the Russell/Alonso/Raikkonen scraps at the end.

ALFA ROMEO



Started 16th — Result 19th

2 First of all he faced another Q1 exit, but this score is mainly down to the last-lap crash he caused. After doing well on the long-first-stint one-stopper to run ahead of Alonso in the opening phase, he undid all his good work by driving into Vettel when the Aston pounced exiting Turn 4.



Started 15th — Result 14th

4 Got through to Q2 but couldn't reproduce best Q1 time, so missed a chance to start ahead of Alonso. Made usual feisty start, but probably could have given Ocon a bit more room in Turn 3 clash, then picked up a penalty for rushing past Alonso before the first safety car line on his way into the pits.

HAAS



Started 20th — Result 19th

4 Lost out to Schumacher again in qualifying. In the race, was on the two-stopper, which he said "didn't work", as he kept having to obey blue flags. Score difference to team-mate is mainly down to his track-limits warning and for not slowing sufficiently for the late yellows.



Started 19th — Result 18th

7 Kept perfect record in intra-Haas qualifying scrap in sessions he's started and comfortably finished ahead of his team-mate in the race as Haas split its strategies, with Schumacher on the one-stopper. Might have allowed Ocon a bit more space when rejoining at Turn 3.

WILLIAMS



Started 18th — Result 16th

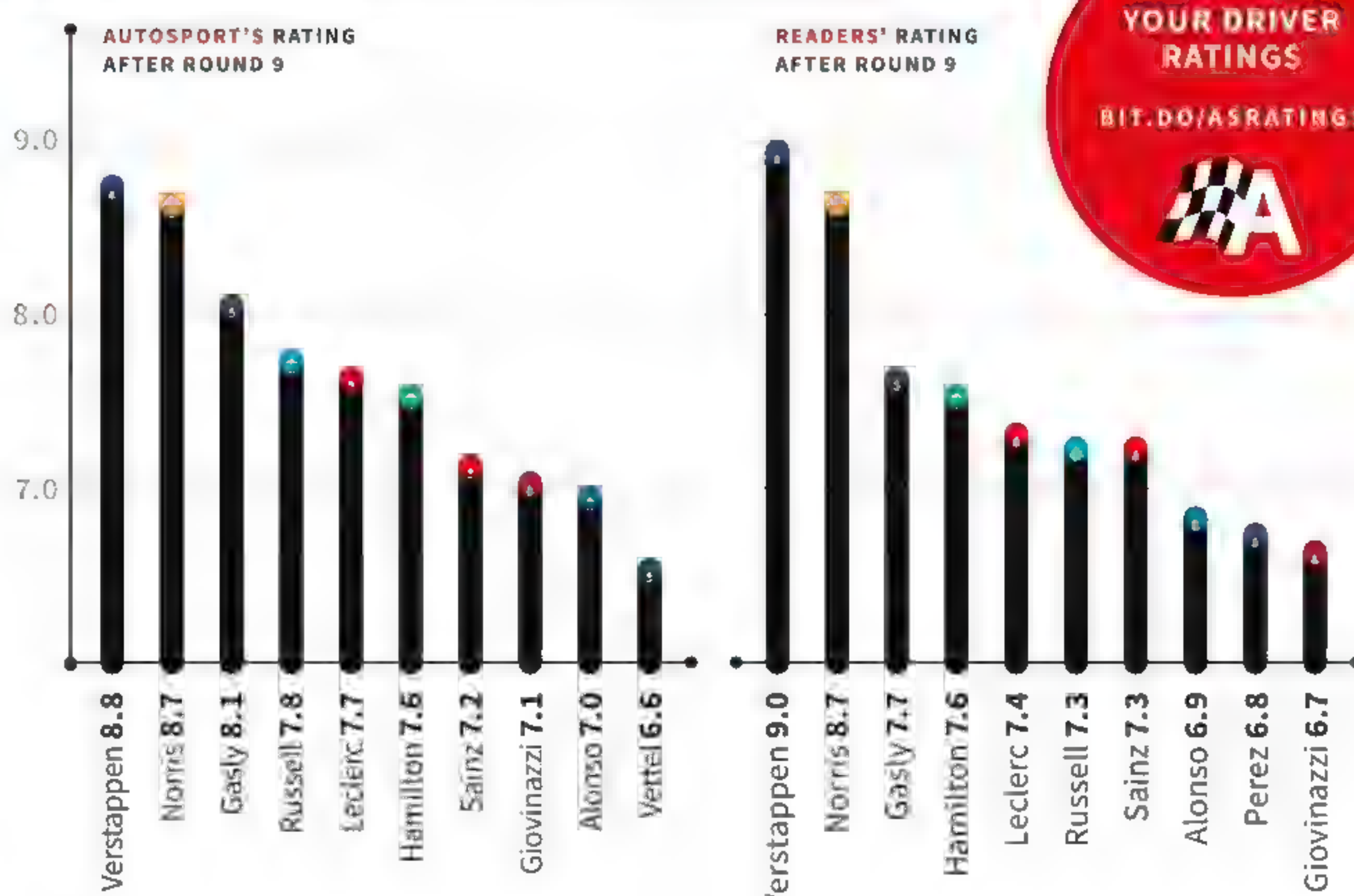
3 Low score is largely down to contrasting results against his team-mate. "Ran on my own for most of the race" other than when Giovinazzi and Stroll came past in quick succession late on. Copped a hefty penalty for not slowing sufficiently under the Raikkonen/Vettel yellows.



Started 8th — Result 11th

9 Elevated by sensational qualifying, as Williams still isn't a Q3 contender. Was unfortunate with Tsunoda swerving into Turn 1, but was too timid at Turns 3 and 4 and got swamped. Then produced good pace, battled Alonso well, but got deserved warning for defence against Raikkonen.

TOP 10 AVERAGE RATINGS



Newgarden gives Penske a new bloom

INDYCAR SERIES
MID-OHIO (USA)
4 JULY
ROUND 8/14

Team Penske's extraordinarily extended wait for an IndyCar victory in 2021 is over. The day after the 50th anniversary of the squad's first win (with Mark Donohue at Pocono in 1971), Josef Newgarden delivered in convincing fashion at Mid-Ohio, and catapulted his way back into the championship hunt.

It was only right and proper that it was Newgarden who was rewarded, for he has now led 172 of the last 205 racing laps. In Detroit's second race he was tripped up by a strategy that should have worked but didn't thanks to Race Control not calling a yellow when his strategist, team president Tim Cindric, expected it to. Then at Road America a week later a transmission issue robbed him of victory at the final restart.

This time, Newgarden took his third straight pole and looked pretty much in control throughout, although it was a close-run thing in the final laps. This time the Chip Ganassi Racing driver snapping at Newgarden's heels was Marcus Ericsson, who had come from seven seconds back and charged onto the tail of the Chevrolet-engined Penske car, having looked after his rear tyres rather better than the leader.

"Marcus did not make it easy," said Newgarden. "It seemed smooth at the beginning of the stint. It felt pretty comfortable. Then 10 to 15 laps to go on primary tyres, I was chewing up the rears... Looking at the numbers lap after lap from 10 to go, it looked fine to me. It looked like, 'Yeah, it's going to be close, he's probably going to be there right at the end, but I don't think he'll have enough to get by'.



Newgarden leads, while the chasing Herta's bid would soon wilt

I was confident enough, but I knew I had to be perfect."

He was, and so were his strategy and his car, and now the two-time champion can think about a third title with some realism. With 10 races down and six to go, Newgarden lies 69 points behind championship leader Alex Palou, who finished third last Sunday; 30 away from Pato O'Ward, who could muster only eighth for Arrow McLaren SP; and a mere 13 adrift of his regular title foe Scott Dixon, who finished the race in a very subdued fourth.

"We don't have the luxury of room for error," said Newgarden about his title hopes. "It's always nice when you do. We don't, but I don't think that changes our approach. We're out there to maximise whatever our potential is every weekend. I don't think we're just looking at Alex. I think we're focused on ourselves and what we can do. We need to be strong, but I feel like we need to be strong at all points in any championship."

Given his struggle with tyres, Newgarden might have had a harder time winning had two of his rivals not faltered. First to fall was team-mate Will Power, who survived another ECU trauma in qualifying to start fourth and elected to start on the primary tyres, unlike most of those around him. He was planning to drive a very long first stint.

But the primary rubber's relative tardiness in coming up to temperature was to prove his undoing following a fourth-lap restart (the initial start was spoiled by a caution after James Hinchcliffe spun his team-mate Ryan Hunter-Reay, himself and Felix Rosenqvist). At the drop of the second green, Dixon forced Power onto a defensive line entering Turn 2, leaving himself enough room to tuck under and claim fourth. Power drafted him down the back straight to retake the spot going into the right-handed Turn 4, ran a little long allowing Dixon back alongside but on the outside line going into the left-handed Turn 5. Power was squeezed



First start: Hinchcliffe (far side) and Rosenqvist (7) disagree on direction



Restart: Power gets struck out of race by Jones



CANTRELL/MOTORSPORT IMAGES



Well... it was an
American winner
on the fourth of July

RESULTS ROUND 8/14, MID-OHIO (USA), 4 JULY (80 LAPS - 180.640 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	1h39m58.8551s
2	Marcus Ericsson (SWE)	Chip Ganassi Racing / Dallara-Honda	+0.8790s
3	Alex Palou (ESP)	Chip Ganassi Racing / Dallara-Honda	+22.2350s
4	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	+32.3775s
5	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	+33.1414s
6	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+34.1226s
7	Romain Grosjean (FRA)	Dale Coyne Racing / Dallara-Honda	+35.1630s
8	Pato O'Ward (MEX)	Arrow McLaren SP / Dallara-Chevrolet	+35.6929s
9	Santino Ferrucci (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+35.9931s
10	Takuma Sato (JPN)	Rahal Letterman Lanigan Racing / Dallara-Honda	+50.3316s
11	Sebastien Bourdais (FRA)	AJ Foyt Enterprises / Dallara-Chevrolet	+52.0013s
12	Scott McLaughlin (NZL)	Team Penske / Dallara-Chevrolet	+52.4250s
13	Colton Herta (USA)	Andretti Autosport / Dallara-Honda	+56.8482s
14	Simon Pagenaud (FRA)	Team Penske / Dallara-Chevrolet	+58.3495s
15	Conor Daly (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+58.8125s
16	Rinus van Kalmthout (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+59.6397s
17	James Hinchcliffe (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	+1m07.5124s
18	Max Chilton (GBR)	Carlin / Dallara-Chevrolet	+1m08.0533s
19	Jack Harvey (GBR)	Meyer Shank Racing / Dallara-Honda	+1m08.4796s
20	Ryan Norman (USA)	Dale Coyne Racing / Dallara-Honda	-1 lap
21	Dalton Kellett (CAN)	AJ Foyt Enterprises / Dallara-Chevrolet	-1 lap
22	Jimmie Johnson (USA)	Chip Ganassi Racing / Dallara-Honda	-1 lap
23	Felix Rosenqvist (SWE)	Arrow McLaren SP / Dallara-Chevrolet	-2 laps
24	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	-2 laps
25	Will Power (AUS)	Team Penske / Dallara-Chevrolet	3 laps-accident
26	Ed Jones (ARE)	Dale Coyne Racing / Dallara-Honda	3 laps-accident

Winner's average speed 108.405mph. **Fastest lap** Harvey 1m08.7341s, 118.264mph.

Q3 1 Newgarden 1m06.6739s; **2** Herta 1m06.6770s; **3** Ericsson 1m07.0723s; **4** Power 1m07.1161s; **5** Dixon 1m07.1358s; **6** Rossi 1m07.2181s.
Q2 Newgarden 1m06.1630s; **Herta** 1m06.2030s; **Power** 1m06.2386s; **Rossi** 1m06.2453s; **Dixon** 1m06.2775s; **Ericsson** 1m06.4499s; **7** Palou 1m06.4883s; **8** Rahal 1m06.5946s; **9** Hinchcliffe 1m06.6134s; **10** Hunter-Reay 1m06.7517s; **11** van Kalmthout 1m06.7671s; **12** Bourdais 1m06.9232s.
Q1 - GROUP 1 Newgarden 1m06.0168s; **Palou** 1m06.5130s; **Power** 1m06.5423s; **Rahal** 1m06.5603s; **Bourdais** 1m06.6117s; **Rossi** 1m06.6453s; **13** Rosenqvist 1m06.7898s; **15** Pagenaud 1m06.8437s; **17** Chilton

1m06.8473s; **19** Sato 1m07.0951s; **21** Kellett 1m07.5866s; **23** Harvey 1m07.6740s; **25** Johnson 1m08.4077s.
Q1 - GROUP 2 Herta 1m06.2685s; **Dixon** 1m06.3232s; **Ericsson** 1m06.4587s; **Hunter-Reay** 1m06.5961s; **Hinchcliffe** 1m06.7155s; **van Kalmthout** 1m06.7250s; **14** McLaughlin 1m06.7313s; **16** Jones 1m06.7882s; **18** Grosjean 1m06.8642s; **20** O'Ward 1m06.8679s; **22** Ferrucci 1m06.9254s; **24** Daly 1m07.0704s; **26** Norman 1m07.4714s.

CHAMPIONSHIP

1 Palou 384; **2** O'Ward 345; **3** Dixon 328; **4** Newgarden 315; **5** Ericsson 280; **6** Pagenaud 271; **7** Herta 260; **8** van Kalmthout 257; **9** Rahal 256; **10** Sato 226.



FRAVER/INDYCAR

Ericsson chased
Newgarden down

up on the kerb and the pair made contact, which spun Power to a standstill, where he got struck hard by Ed Jones.

Dixon thereafter spent the race with his Ganassi car's mirrors full of Andretti Autosport man Alexander Rossi, even when they were on different tyre strategies, and didn't have the pace to keep up with Ericsson. Meanwhile Palou, who had started seventh, haunted team-mate Dixon and Rossi through the first two stints. He went a lap longer before his second stop, nailed his in-lap, and emerged from the pitlane ahead of them to seal third.

The driver who could have made Newgarden work hardest for victory was the man who started alongside him: Colton Herta. The Andretti Autosport driver was able to remain within 2s during the opening stint, but a fuel-probe failure at pitstop time dropped him to the outer fringes of the top 10, while stalling in his second stop ended his hopes of a top five. Finally the need for a splash-n-dash third stop on the penultimate lap dropped him to 13th.

DAVID MALSHER-LOPEZ



Vesti dived past Hauger and eventually scored the feature race spoils

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Vesti beats Hauger at climax of chaotic thrillers

FIA FORMULA 3
RED BULL RING (AUT)
3-4 JULY
ROUND 3/7

Frederik Vesti went into the FIA Formula 3 season as a favourite for honours, but it took until last Sunday's feature race at the Austrian Grand Prix support round for the Danish Mercedes F1 junior to finally grab his first win of the season. That came amid another chaotic round, with stewards dishing out more than 20 penalties after the chequered flag over the three Red Bull Ring races.

Vesti had qualified his ART Grand Prix car second behind the Prema Racing machine of series leader Dennis Hauger. While the Norwegian got away in front, Vesti pursued before ducking into the tow of Hauger and then pouncing with the aid of DRS well before the braking zone of Turn 4 on lap five of 24.

Two laps later, Vesti's team-mate Alexander Smolyar proved that you can overtake around the outside of Turn 4 with a terrific move on Hauger. After four tours in second place, the Russian then dived inside Vesti at Turn 3 to lead. This left him vulnerable to the DRS effect down the long back straight, and Vesti and Hauger both steamed back ahead of Smolyar at Turn 4.

Vesti had to keep Hauger at bay during a safety car restart. Arthur Leclerc had collided with Victor Martins and went onto the grass on the approach to Turn 4 as they battled for fifth, then speared out of control into Clement Novalak — with whom Leclerc had been warring earlier — as he flew into the gravel trap.

After seven more laps of racing, Vesti crossed the line 1.1 seconds to the good, while Prema's Olli Caldwell completed the podium after starting eighth, passing Smolyar with four laps to go. Behind Matteo Nannini and Ayumu Iwasa, Caio Collet

stormed through the field. He had qualified his MP Motorsport car fourth but stalled at the start, and had to fight through from rear of the 29-car field.

Collet was partly helped by contact late on between Jak Crawford and Jack Doohan on lap 22 as they tussled for fifth, both forced to the pits with damage.

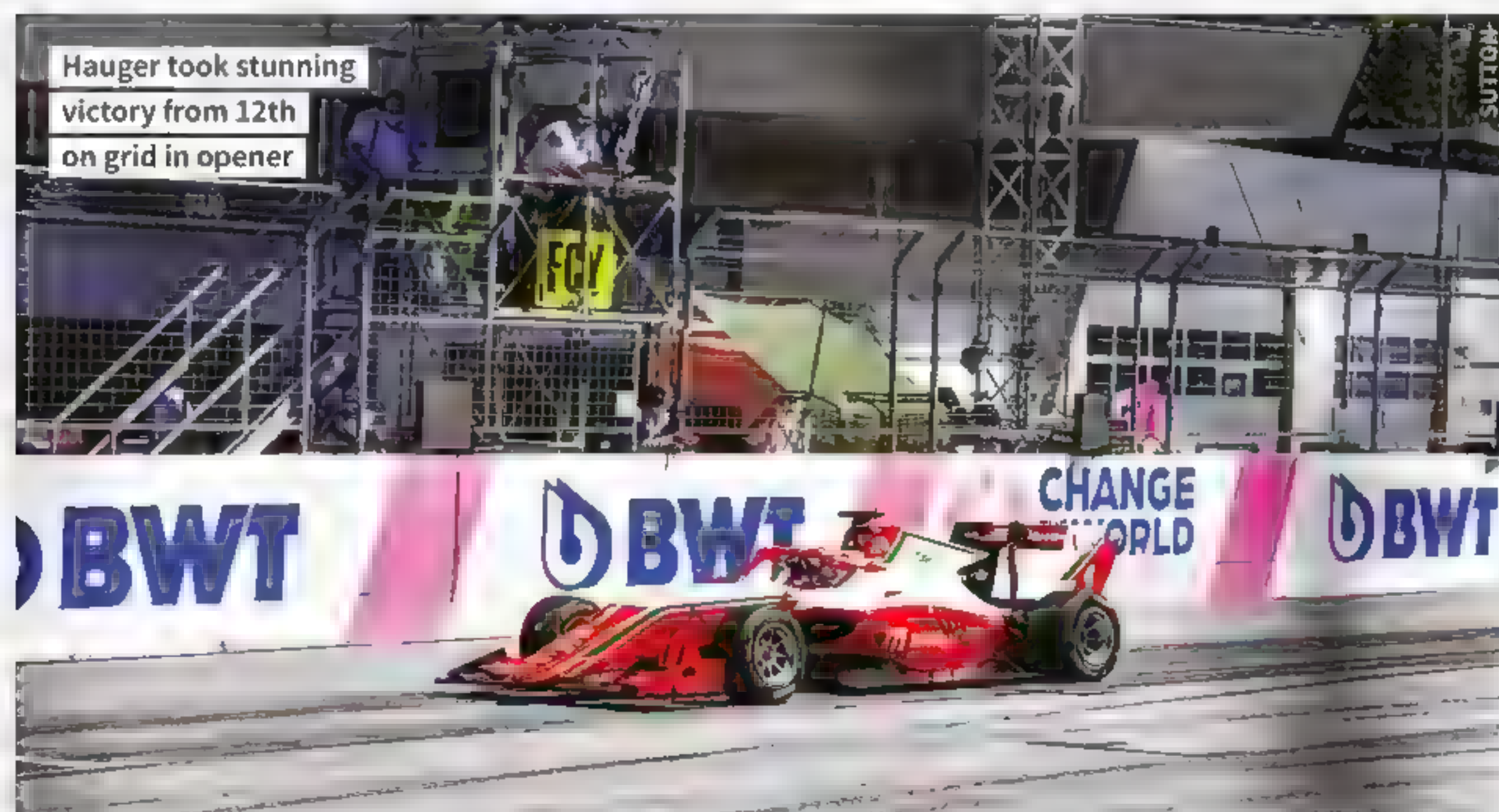
In addition to penalties for causing collisions, the perennial issue of track limits put drivers in the stewards' crosshairs. Collet lost what would have been a pole lap for exceeding track limits at Turn 10, and violations in the first sprint race took some beating: Logan Sargeant dropped from third to 15th after being hit with a 5s penalty for leaving the track at Turn 9 and Turn 10 four times.

Hauger took victory in that frenzied curtain-raiser, remarkably moving up 11 places from the reversed grid to head a Prema 1-2 ahead of Caldwell. In a race that featured four different leaders, Doohan eventually claimed third after Sargeant's penalty. Hauger had moved into third ahead of early leader Sargeant with six laps to go. Then he closed on Nannini and Novalak, who were battling out front before they collided at Turn 4 on lap 21 out of 24, putting them out of contention.

David Schumacher earned the spoils in the second race for Trident. Penalties from the earlier bout elevated the son of Ralf Schumacher to pole, and he led from lights to flag, with Vesti and Hauger second and third from sixth and 12th on the grid respectively.

Leclerc enjoyed an astonishing race to sixth after starting 27th due to brushing the wall in the opening race.

MEGAN WHITE



Hauger took stunning victory from 12th on grid in opener

Chadwick back in control after slam dunk

W SERIES

RED BULL RING (AUT)

3 JULY

ROUND 2/8

She had an unlucky start to the season, but Jamie Chadwick proved exactly why she's the reigning W Series champion at the Red Bull Ring. And if her form last weekend is anything to go by, she looks likely to win the title again this year.

The Brit dominated in Austria, leading every session during the second round, as well as taking the bonus points for fastest lap to complete her grand slam.

Representing Veloce Racing as part of the series' new teams structure (albeit the 'teams' are more sponsors, as the cars are still centrally run), Chadwick took a lights-to-flag victory in the 21-lap encounter, building a lead of 6.6 seconds at the line. It came as redemption after she endured a difficult weekend last time out, when she'd started eighth after a cracked carbon pipe scuppered her qualifying, then fought back to seventh following a second-lap shunt.

Chadwick's pole came with a time 0.118s faster than 2019 title rival Beitske Visser, but the Dutchwoman was left stranded on the grid when her car stalled — as did the machine of seventh qualifier Marta Garcia.

It was left to Russian W Series rookie Irina Sidorkova to chase Chadwick home in second place and take her first series podium, while Emma Kimilainen got ahead of Bruna Tomaselli on the second lap to run third for the rest of the distance.

"I'm really happy," said Chadwick. "I knew I'd be pushed hard by Beitske [Visser] after the great battles we had together in 2019. I don't know what happened to her at the start but that obviously helped me and allowed me to build a gap, maintain it and just control the race. I'm so happy to get my first win of the season after last weekend.



Series rookie Sidorkova guides her car to second



Reigning champion Chadwick celebrates commanding success

There was so much to work on after last week, but I took the positives and went into this week with more fire in my belly to turn it around and I did just that."

"I made a big step forward from last week," said Sidorkova. "I got a great start today and made three overtakes straight away to go from fifth on the grid to second. I corrected all the mistakes from last week. I feel so comfortable with the car now."

Sarah Moore eventually also swept past Tomaselli after piling on intense pressure to finish in fourth, with Abbie Eaton passing Nerea Marti with five laps to go to take sixth.

Visser recovered to 11th, just outside of the points for the second consecutive race (a collision with Kimilainen hampered her efforts in the first round). With Chadwick heading the table with 33 points, Visser's title hopes are struggling to get off the ground.

Alice Powell, who took victory in the first round, could only manage eighth last weekend. She had qualified 12th after being plagued by a "very frustrating" car issue throughout practice and qualifying. She said it was a little better in the race, but that she was still struggling for pace. It means that Powell drops to third in the standings, four points behind Chadwick and one adrift of Moore. That's three Britons at the top as the series heads to their home ground of Silverstone for the British Grand Prix support round.

MEGAN WHITE

WEEKEND WINNERS

FIA FORMULA 3

RED BULL RING (AUT)

Race 1 Dennis Hauger
Prema Racing

Race 2 David Schumacher (below)
Trident

Race 3 Frederik Vesti
ART Grand Prix

W SERIES

RED BULL RING (AUT)

Jamie Chadwick



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Nasr and Derani profit from Cadillac's command

IMSA SPORTSCAR
WATKINS GLEN (USA)
2 JULY
ROUND 6/12

Another gripping IMSA SportsCar race at Watkins Glen last Friday evening, just five days after the dramatic six-hour enduro at the venue, ended with Brazilian pair Pipo Derani and Felipe Nasr scoring a hard-earned victory – their first of the season – in the Action Express Cadillac.

The character of this 160-minute race was entirely different from the Six Hours, especially given a lengthy stoppage before half distance due to a nearby lightning strike. But once again there was a mighty fight to the finish with 36 minutes remaining when the race was restarted. The timing was right on the limit of the DPi cars' fuel range, although thankfully

another brief caution moments later after debris was deposited on the track at the restart allowed a little more leeway for the fuel number-crunching engineers. A partly wet track also served to keep the drivers on their toes.

Whereas one week earlier the timing of the final restart proved frustrating for the Cadillac DPi-V.R teams, this time it worked out to perfection. The Nasr/Derani car had stopped for fuel immediately before the red-flag interruption, and even though everyone ducked into the pitlane again prior to the restart, Nasr required just a splash and was able to take the restart in the lead. He never looked likely to relinquish his advantage.

Dutch racer Renger van der Zande, who had taken over from Kevin Magnussen in the Chip Ganassi Racing Cadillac, vaulted from fifth to second within a couple of laps of the resumption, eventually finishing just

under 1.5s behind the winning machine.

After again starting on pole, the points-leading Wayne Taylor Racing Cadillac of Ricky Taylor and Filipe Albuquerque led the early stages before slipping to third after the first round of stops. Albuquerque then found himself in fourth after the final restart before squeaking past the Cadillac of Loic Duval/Tristan Vautier with a half-dozen laps remaining.

And what about last week's winning Mazda? Well, after starting fifth, Harry Tincknell fought his way to second on the first lap and was actually leading the contest when the race was halted. Unfortunately, the car needed more fuel than its rivals, and Oliver Jarvis was muscled down several positions at the restart. He had to be content with an unrepresentative fifth.

PR1 Mathiasen Motorsports pair Ben Keating and Mikkel Jensen won LMP2 convincingly from pole, while in LMP3 Felipe Fraga narrowly held off Riley Motorsports team-mate Dylan Murry and the CORE Autosport Ligier of Colin Braun in a tremendous fight to the finish.

Antonio Garcia/Jordan Taylor triumphed again in GTLM, a couple of seconds clear of the sister Corvette.

GTD, though, was another barn-burner, with Jack Hawksworth and Aaron Telitz finally claiming their first win of the year for the Vasser Sullivan Lexus team – chased home by team-mates Frankie Montecalvo/Zach Veach – after experiencing all manner of misfortune during the first half of the season.

JEREMY SHAW



Road course king Elliott strikes again

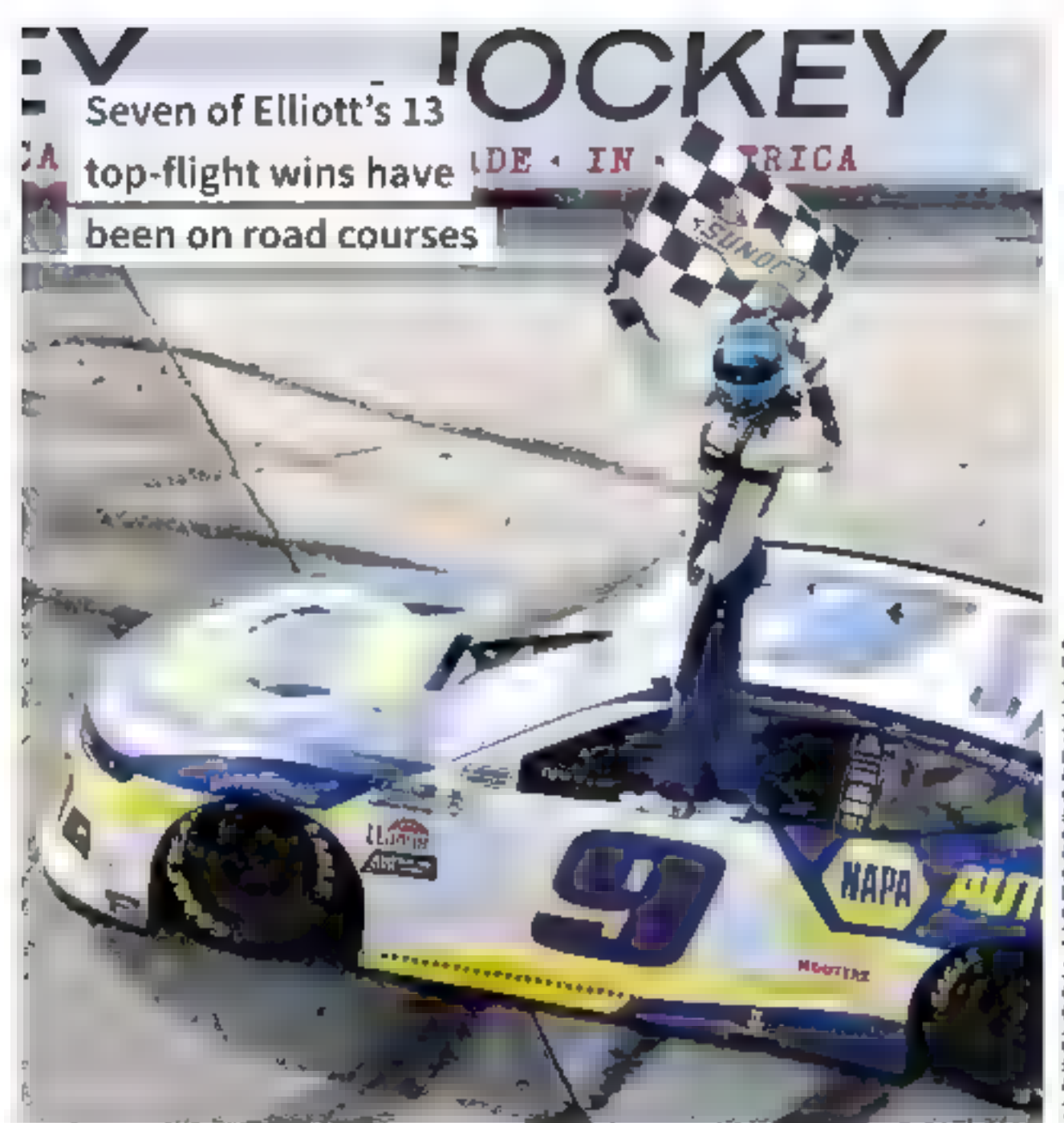
NASCAR CUP
ROAD AMERICA (USA)
4 JULY
ROUND 20/36

Chase Elliott returned to form last Sunday, turning in a dominant performance to score yet another road course victory in the NASCAR Cup.

On lap 46 of 62, the lead changed hands twice, as Kyle Busch first passed Aric Almirola on the restart and Elliott then worked his way around Busch at Turn 12 to claim the top spot. Elliott would not be seriously challenged the rest of the way, leading the final 17 laps and earning a 5.7-second win over Christopher Bell at Road America — the first Cup race at the 4.048-mile, 14-turn road course in 65 years.

The win is Elliott's second of the season — the other came at Circuit of The Americas in May — and seven of his 13 career wins have now come on road courses.

Elliott had to overcome a poor starting position (34th) as he failed to complete a hot lap during Sunday morning's qualifying session due to a pair of red flags for incidents on track.



He took the lead for the first time on lap 38, going to the inside of then-leader Matt DiBenedetto entering Turn 1. He gave up the position during a round of pitstops under caution on lap 44 before lining up fifth on the restart two tours after.

He said: "I'm really proud of our team for overcoming some adversity early and having to start at the back. I never felt like I got in a good rhythm all of [Saturday's practice]. For whatever reason, after about halfway through the race, I started finding some of that rhythm, was able to put it together."

Elliott's success earned Hendrick Motorsports its 10th win from 20 races so far this season, with the squad now victorious in seven of the last eight rounds.

JIM UTTER

WEEKEND WINNERS

IMSA SPORTSCAR
WATKINS GLEN (USA)
DPI Felipe Nasr/Pipo Derani
 Action Express Racing
 (Cadillac DPi-V.R)
GTLM Antonio Garcia/Jordan Taylor
 Corvette Racing
 (Chevrolet Corvette C8.R)
GTD Aaron Telitz/Jack Hawksworth
 Vasser Sullivan (Lexus RC F GT3)

NASCAR CUP
ROAD AMERICA (USA)
 Chase Elliott
 Hendrick Motorsports
 (Chevrolet Camaro)

NASCAR XFINITY SERIES
ROAD AMERICA (USA)
 Kyle Busch
 Joe Gibbs Racing (Toyota Supra)

INDY LIGHTS
MID-OHIO (USA)
Races 1 & 2
 Kyle Kirkwood, Andretti Autosport

PORSCHE SUPERCUP
RED BULL RING (AUT)
 Jaxon Evans, Martinet by Almeras



For full results visit motorsportstats.com

Evans soars once more at the Red Bull Ring

PORSCHE SUPERCUP
RED BULL RING (AUT)
4 JULY
ROUND 3/8

A change for the lead, this Porsche Supercup race had it all as Jaxon Evans secured his second championship victory at the site of his first, returning to the Red Bull Ring one year on from his maiden triumph to leapfrog Dylan Pereira and take to the top step.

Both in Monaco and for the second round in Austria late last month, the one-make races had been won at a canter by the polesitter in lights-to-flag fashion. But that trend stopped come just the opening corner of last weekend's contest when first-starting Pereira was caught out. The Lechner Racing driver carried straight over the runoff area when he locked the fronts, later saying that his perfect brake balance from qualifying was out of whack for the race.

Two early safety cars for competitors beached in the gravel didn't worry

Martinet by Almeras racer Evans as the Kiwi remained composed at the restarts and eventually crossed the line 0.646 seconds ahead of his recovering front-row rival Pereira to climb from third to second in the standings at the expense of Dorian Boccolacci. The FIA Formula 2 expat was knocked down to 13th, having copped a 5s penalty for causing a collision.

While Larry ten Voorde wasn't at his imperious best this time around, the Team GP Elite driver — winner of the first

Red Bull Ring round — arrived home a distant third, which was sufficient for the reigning champion to carve out a 12-point lead atop the standings.

Superstar of the 2020 Porsche Carrera Cup GB season Harry King couldn't replicate the kind of form that earned him 12 wins from 16 races last year. The Parker Revs Motorsport driver failed to complete a lap after a tag sent him off. Parker team-mate Michael Crees beat actor Michael Fassbender to 23rd.



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Weerts and Vanthoor extend WRT's domination at Misano

**GT WORLD CHALLENGE EUROPE
SPRINT CUP
MISANO (ITA)
3-4 JULY
ROUND 3/5**

Having taken three wins from the previous five GT World Challenge Europe races at Misano, it's safe to say that Team WRT Audi duo Charles Weerts and Dries Vanthoor have a knack for performing well at the Italian circuit. They backed that up last weekend with a dominant double victory in the third round of the Sprint Cup season, enabling the Belgian duo to build an 28.5-point lead in the championship.

In addition to success in the opening race of the year at Magny-Cours, 2020's Sprint champions proved they are among the very best at seizing an opportunity when presented to them. Not that it was gifted by any means, as the Audi R8 LMS GT3 was simply unbeatable in Saturday's opening

one-hour race, leading from start to finish.

After topping free practice and qualifying, Weerts — who claimed his maiden GTWC race win at the same venue in 2019 — led Albert Costa's Emil Frey Lamborghini from the start before a pit blunder at the mandatory stops took the latter out of contention. The Huracan's misfortune elevated the Toksport WRT Mercedes of Luca Stolz and Maro Engel, which qualified seventh, to second. Engel held position either side of two safety car interruptions. The first was prompted when Valentin Pierburg and Louis Machiels collided four minutes in, the second when Pierre-Alexandre Jean's CMR Bentley and the Garage 59 Aston Martin of Nicolai Kjaergaard tangled.

The consequence of the second full-course yellow was that Engel reduced a seven-second lead to nothing. The Mercedes kept Vanthoor in sight but couldn't get close enough to challenge for the victory, settling for the runner-up spot as the Audi came home 1.17s ahead. Christopher Haase and Frederic Vervisch followed in third and fourth, making it three Audis in the top four as the Ingolstadt machinery also snared both GT2 wins.

Vanthoor lined up third on the grid for the second affair on Sunday — as Jonny Adam and Alexander West became the first Pro-Am pairing to score an outright pole position in GT World Challenge history — and held off the attentions of Formula 2 convert Jack Aitken to maintain that position at Turn 1. Adam led with relative ease in the opening stint before handing over to Swedish co-driver West, while Vanthoor lurked ominously in third before

switching with Weerts after 30 minutes.

With Weerts now in the car and rejoining comfortably ahead of the new nearest rival — the Akka ASP Mercedes of Timur Boguslavskiy — the Audi needed only to stay out of trouble until the flag, which Weerts did. Once more, Audi swept three of the top four places, with Benjamin Goethe and Kelvin van der Linde completing the podium, while the third WRT of Ryuichiro Tomita and Frankie Bird grabbed Silver Cup honours with fourth.

Meanwhile, Adam and West took the Pro-Am win, beating the SPS Automotive Performance Mercedes of Valentin Pierburg and Dominik Baumann in a photo-finish, the Aston prevailing by 0.001s.

STEPHEN BRUNSDON

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WEEKEND WINNERS

**GT WORLD CHALLENGE EUROPE
SPRINT CUP
MISANO (ITA)
Races 1 & 2
Charles Weerts/Dries Vanthoor
Team WRT (Audi R8 LMS GT3)**

**GT2 EUROPEAN SERIES
MISANO (ITA)
Race 1 Mark Patterson/Anders Fjordbach
High Class Racing (Audi R8 LMS GT2)
Race 2 Peter Guelinckx/Bert Longin
PK Carsport (Audi R8 LMS GT2)**

**EUROPEAN RALLY CHAMPIONSHIP
LIEPAJA (LVA)
Andreas Mikkelsen/Ola Floene
Toksport WRT (Skoda Fabia Rally2 Evo)**

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ZANDVOORT - REVITALISED

This summer, an old beast will be awoken.

It's been almost four decades since the Dutch Grand Prix was on the Formula 1 calendar. Niki Lauda won the race from Alain Prost by just over two-tenths of a second after 70 laps. The only Dutch entry, Huub Rothengatter, qualified in last and wasn't classified after finishing 14 laps behind the leaders.

Since that race, the Netherlands has fielded five Dutch drivers on the Formula 1 grid. But for the four that preceded Max Verstappen, they only scored 17 championship points

between them – and they were all scored by Max's father, Jos.

But that's all changed. Since Max's maiden win in his first ever race with Red Bull Racing, Orange fever erupted in Formula 1. Pumping drum-and-bass to a backdrop of smoke flares and orange t-shirts has become a regular sight at European races. But that dedicated fan base has been rewarded, with its own party on home soil.

The beach resort of Zandvoort will rise from the ashes this summer, providing spectacle both on and off the track. This fast-paced circuit is epitomised by its steeply-banked final corner – a unique

sight in Formula 1.

Should Max Verstappen be able to keep his Red Bull in control on the way to a victory, we may well see celebrations on a scale unseen in F1 before.

When the event was relaunched for the 2020 season, demand was off-the-scale. Dutch fans snapped up the grandstand tickets in minutes. But with plans re-arranged and the return now set for September, tickets have now become available for the race.

As European travel begins to open up once again, and Amsterdam right on Zandvoort's doorstep, there won't be a better race to escape to this summer.

STAY IN AMSTERDAM | RACE IN ZANDVOORT

Zandvoort is 40 minutes from the city of Amsterdam. The race is held on a 4.2km circuit. The race is held on a 4.2km circuit. The race is held on a 4.2km circuit.

Ibis Amsterdam Central

- Double room, three-star hotel
- Two nights – Sunday evening grandstand ticket
- Central Amsterdam location
- £1,517 for Thursday – Sunday for two people

Novotel Schiphol Airport

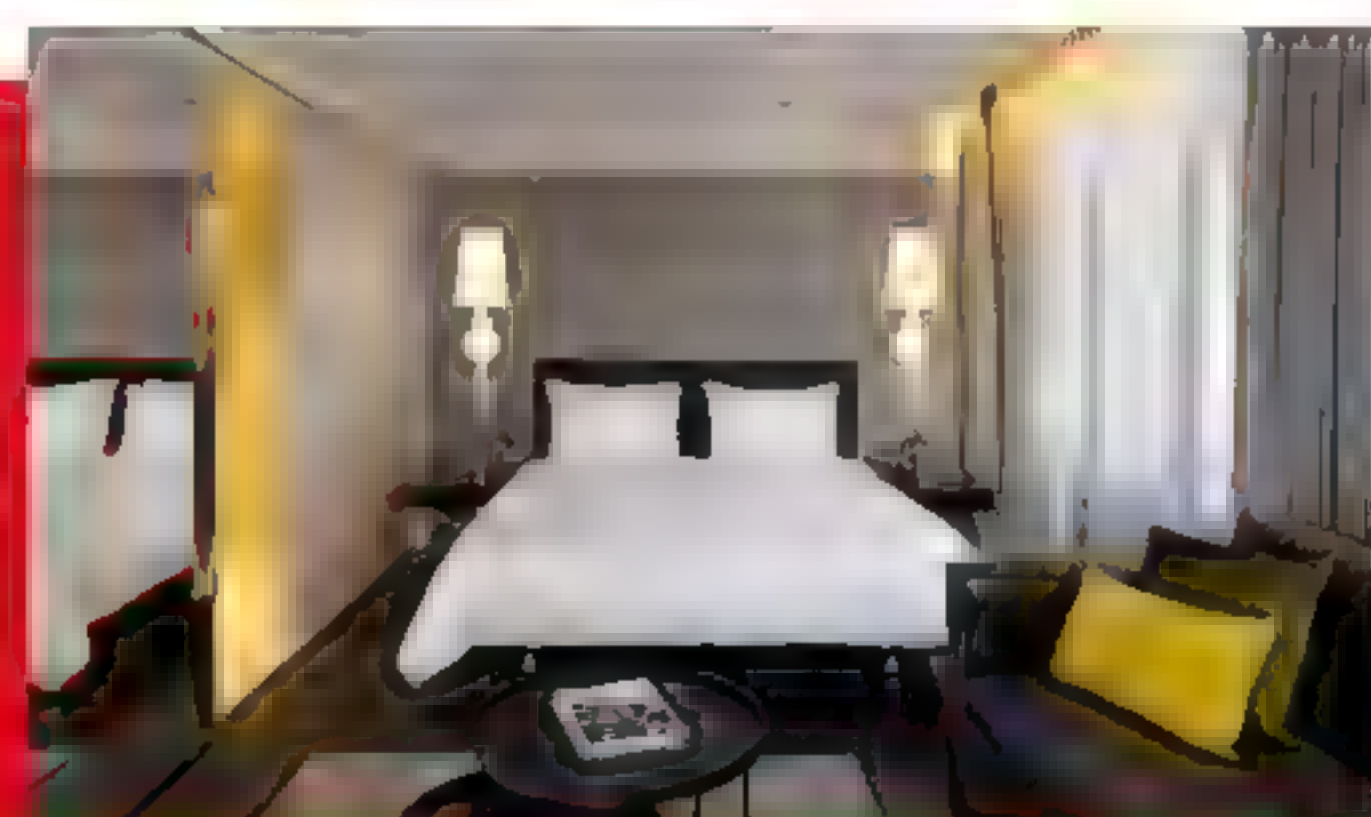
- King-sized room – 110 – 120 miles from Schiphol Airport
- Two weekend nights – midweek for two

Barrymore Hotel

- £1,030 for Thursday – Sunday for two people

Park Plaza Victoria

- King-sized room – 110 – 120 miles from Schiphol Airport
- Two weekend nights – midweek for two
- Amsterdam city centre location
- £2,122 for Thursday – Sunday for two people



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GOODWOOD EMERGES FROM THE SHADOWS

It's almost two years since Goodwood last hosted a public motorsport event, but the stars, cars and fans are now set to flock back this weekend. Here are some of the key elements of this year's Festival of Speed

MARCUS PYE

PHOTOGRAPHY



motorsport
IMAGES

THE ICONIC HILLCLIMB

For Goodwood host the Duke of Richmond and Gordon, having a hillclimb course in the front garden is part of his family's heritage. His grandfather, Freddie March, the ninth Duke, won the 1931 Brooklands Double-Twelve race and organised a hillclimb on the estate in 1936. Thus the Festival of Speed was first seeded 85 years ago.

At 1.16 miles, today's course is the longest in regular use in the British Isles; Northern Ireland's Craigantlet – debuted in 1913 over a 1.12-mile stretch of road outside Belfast and part of the British Championship since its inception in 1947 – being 'just' 1460 yards.

Starting in an avenue of mature trees, competitors burst into the light through two deceptively quick right kinks, then hurtle past the imposing Goodwood House, with its magnificent Palladian south wing. After the critical left-handed Molecomb corner, the course gets darker again, climbing Pheasantry Hill, jinking round the Flint Wall, shooting across a clearing at Carnes Seat and finishing via an ultra-fast left on Birdless Grove.



THE SUNDAY SHOOTOUT

The focal point of the four-day event for many fans is Sunday afternoon's shootout, in which competitors piloting a wide spectrum of vehicles from across the entry, split into categories, harness all the performance of their steeds and experience of the difficult course, to gun for major awards.

It's a phenomenal spectacle, vivid colour and raw speed melding into one as the fastest ballistically accelerative weapons, guided by skilled hands, shoot to the course's summit in a crescendo of

sound. And not just the music of highly tuned internal combustion engines...

After 20 years, Nick Heidfeld's outright record of 41.60 seconds, set in a Formula 1 McLaren-Mercedes MP4/13, was plundered in 2019 by Frenchman Romain Dumas in the electric Volkswagen ID.R, which had conquered the US classic Pikes Peak 'Race to the Clouds' in Colorado. British hillclimb aces would adore a crack at Dumas' 39.90s target – Graeme Wight (Gould GR51) cut 42.90s in 2003 – but are not invited.



ROGER PENSKE HONOURED

American legend Roger Penske's CV in racing and business is stellar, thus it's brilliant that the 84-year-old is due to be present at the Festival. This is not the first time Penske has visited Goodwood. He drove a Ferrari to eighth in the 1963 RAC Tourist Trophy, won by Graham Hill in a 250 GTO.

'The Captain' embodies the event's theme: 'The Maestros – Motorsport's Great All-Rounders'. The Daytona 24 Hours, 18 Indianapolis 500s, plus NASCAR, Can-Am and Trans-Am races are among the events Team Penske entries have won over seven decades. Roger will drive the 2008 Sebring 12 Hours-winning Porsche RS Spyder.

A collection of cars illustrating the breadth of Penske's influence assembled on the cricket pitch will include the four-wheel-drive Lola T152 with which Team Penske made its Indy 500 debut in 1969, McLaren M18 and Penske PC23 winners, the first Poole, UK-built PC1 F1 car and John Watson's 1976 Austrian Grand Prix winning PC4 (above).



FORMULA 1 ON TRACK

A week before the British Grand Prix at Silverstone, Formula 1 makes its now customary pitstop at Goodwood to show an appreciative fanbase what it can do at close quarters. World championship leader Red Bull is represented by Alexander Albon in a 2011 RB7, with designer Adrian Newey and son Harrison sharing a sister car.

Aston Martin Racing is fielding last year's car (nee Racing Point) for Lance Stroll, while Valtteri Bottas and Esteban Gutierrez alternate in a 2019 Mercedes F1 W10. FoS regular Marc Gene returns, driving a 2017 Ferrari SF70H, while Jenson Button has long enjoyed the event and the 2009 world champion shares a Williams-Cosworth FW08 with Karun Chandhok, now exerting his influence on the sport through FIA and Motorsport UK roles.

David Brabham, youngest son of three-time champion Sir Jack, is entered in a Brabham BT60B, while the ex-Graham Hill Embassy Shadow DN1 is out in the hands of historic racer Ewen Sergison.

MIKKOLA'S FOREST YUMPS

Hannu Mikkola may be gone – Audi's 1983 World Rally champion died in February, aged 78 – but the popular flying Finn will never be forgotten at Goodwood. His spirit lives on in the Forest Rally Stage he helped mastermind, long a popular showcase for the sport he and his contemporaries defined over three decades.

A special class dedicated to Mikkola this year features Ford Escort twin-cam to various Audi Quattros, but contemporary Proton Iriz R5 and Ford Fiesta Rally2 entries should be quickest on the dusty technical course hewn through the trees by the estate's foresters.

The pictorial history of stage rallying is traced by Alpine A110, through Group 4 Escort RS1800s and Fiat 131 Abarths, gruff MG Metro 6R4s and an exotic Lancia 037 Evo 2 from the awesome Group B era and younger Toyota Celica GT-Fours, Subaru Imprezas and Mitsubishi Lancers. Not to be missed, especially if you have not ventured off piste previously.



JACKIE AND EMMO RETURN

Inaugurated in 1993, the Festival of Speed became a regular rendezvous for Sir Stirling Moss – whose racing career took off after a 500cc Cooper victory at the motor circuit's opening event in September 1948, and ended abruptly there in 1962 – and many old friends from the 1950s and 1960s, such as Roy Salvadori, Sir Jack Brabham, John Surtees and Sir Jackie Stewart.

Now, Jackie is the earliest-surviving F1 world champion – the title winner in 1969, 1971 and 1973, driving Ford DFV-powered Matra and Tyrrell cars. Delightfully, both Stewart and Emerson Fittipaldi – 1972 (Lotus) and 1974 (McLaren) champ – wouldn't miss it. The Scot heads the Tyrrell Racing Organisation pageant honouring Ken, whose F3 break at Goodwood in 1964 presaged a wonderful career and who died 20 years ago this August.

Emmo will of course be reunited with a JPS Lotus 72, and is down for some demo runs with McLaren's current rising star Lando Norris – a three-time F1 podium finisher this year – and team-mate Daniel Ricciardo in a Honda-powered MP4/5B honouring triple champ Ayrton Senna.



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ANDRETTI THE GREAT

As a driver who won the Formula 1 world championship, four Indycar crowns, world sportscar championship races, finished second at the Le Mans 24 Hours and tasted success in NASCAR, Mario Andretti personifies the Festival of Speed's Great All Rounder tagline.

Over an extraordinarily long and diverse career, Andretti aced the Daytona 500 (Holman & Moody Ford Galaxie) and Indianapolis 500 (Hawk-Ford) in 1967 and 1969 respectively. A force wherever he competed, Mario won prolifically on short ovals, having started covertly on the dirt at Nazareth, Pennsylvania, and the Pikes Peak Hillclimb.

Andretti is due to be at Goodwood driving the Gold Leaf Team Lotus 49 in which he made his F1 debut in 1968, his 1978 title-winning Lotus 79 (now owned by Zak Brown) and – a treat for British-based fans – a 1974 Formula 5000 Lola-Chevrolet T332 from Brown's stable. With fellow gods of the sport Jackie Stewart and Emerson Fittipaldi, Andretti covers all bases bar rallying.



A SAUBER STUNNER

The Group C sportscar era of 1982-93 brought together some of the most sensational and fastest machines in racing history, the quickest of which exceeded 250mph on Le Mans' Mulsanne Straight. F1 race winner Thierry Boutsen, who finished second at La Sarthe for Peugeot at the end of the era, is entered to drive Martin Halusa's Porsche 962.

Northern Ireland's Kenneth Acheson has a small collection of cars from his career, including a Sauber-Mercedes C9 he raced in 1989, and has been invited to debut the bellowing turbocharged V8-engined Silver Arrow (above). The Cookstown Flyer and Mauro Baldi won Brands Hatch and Spa's world championship rounds, helping Peter Sauber's squad secure the teams' title.

Quickest of the timed runners will surely be multiple FoS winner Justin Law in a Jaguar XJR-12D. Contrast in the showcase will be provided by Porsche 917s from the past and hill record holder Romain Dumas in Jim Glickenhaus's new SCG 007LMH.

GRAND PRIX GREATS

Due to be celebrated last year, when the Festival of Speed was postponed due to the COVID-19 pandemic, the world championship's 70th Anniversary is a magnificent landmark. Among the cars due to appear are Alexander Boswell's 1952 Ferrari 500/625A (below) from year one of the brief two-litre interlude in which Alberto Ascari was almost unbeatable.

Lukas Hurn is bringing an early louvred Maserati 250F from 1954, and the transition to rear-engined cars includes a Lotus 18, Jason Wright's fastidiously recreated sharknose Ferrari 156s of Phil Hill's 1961 pomp, the ultra-sleek monocoque-chassised Lotus 25 of Jim Clark's era and a Brabham-Repco BT20 from 'Black Jack's'.

A BRM sub-set features a V16, a Type 25, which scored the marque's maiden GP win, P48, P261, Andy Middlehurst in Clark's 1966 US GP winning H16 engined Lotus 43 and a P160. Hopefully Richard Attwood – who made his F1 debut at the adjacent Goodwood Motor Circuit in 1964 – will demo the P261 during the weekend.



SUPERCARS ON PARADE

Supercars – some capable of three times the national speed limit – have a huge fan following, particularly at Goodwood when they are unleashed by racing drivers on the hill. This may be the only time that enthusiasts can get up close to the latest automotive technology as marques vie for the attention of the few buyers with deep enough pockets to invest.

This year's bumper crop offers full sets of Aston Martins – from DB11 AMR to Valkyrie – Ferraris and Lamborghinis, Lotus Evija, Maserati MC20, McLaren (Artura, Elva, evoking memories of its mid-1960s' build partner's name, and GT), plus Porsches and Rolls-Royce's Black Badge Dawn on the factory's doorstep. Serious spotters will want to tick off the Kimera EV037, Koenigsegg Jesko, Rimac C Two and SCG 004S.

First Glance reveals Genesis cars, INEOS Grenadier, Jaguar XF Sportbrake, Kia EV6 GT, Lotus Emira, Mini Electric Pacesetter and Porsche 718 Boxster 25. Expect drama from stuntmeister Paul Swift in a Ford Mustang Mach-E GT, too.



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REMEMBERING MEXICO'S BEST RACING DRIVER

Pedro Rodriguez, killed 50 years ago on 11 July, was a master of the Porsche 917 and had become one of the world's top stars

KEVIN TURNER

PHOTOGRAPHY MCKLEIN AND  **motorsport
IMAGES**

“Racing is my life, and a weekend without a race is a lost weekend.” That line, said to North American Racing Team boss Luigi Chinetti, and which appears in the comprehensive work *Brothers Rodriguez* by Carlos Eduardo Jalife-Villalon, sums up Pedro Rodriguez’s approach to motorsport. It also helps to explain why the BRM and Porsche star was driving a privateer Ferrari 512M in a relatively minor Interserie race at the Norisring on 11 July 1971.

Despite the presence of much bigger machinery, Rodriguez was leading at the time he lost control, possibly due to a backmarker, and hit the wall. The Ferrari burst into flames and, despite quick medical attention, Rodriguez had little chance of survival.

“It was a tragedy,” recalls former Autosport Editor Simon Taylor, who covered many of the Mexican’s races. “I believe he combined all the elements of a great driver of the 1950s, 1960s and early 1970s – incredible passion, a real will to win and being relaxed out of the car. He was in no way getting any slower. Like a lot of quick drivers, as he matured he didn’t get slower, he got more canny.”

At the time of his death, Rodriguez was the top driver in the JW Automotive Engineering Porsche team and was fourth in the Formula 1 world championship – which would have been third had his BRM not failed him the weekend before while running second in the French Grand Prix. In an era of many race winners, he was perhaps vying with Jacky Ickx as the second-best in the world, behind only Jackie Stewart.

Rodriguez came from a rich and powerful Mexican family, and had access to good equipment as soon as he stepped into cars as a teenager, having been a multiple national motorcycle champion. He soon formed a formidable partnership with younger brother Ricardo, who was considered even more talented by many and who was much more of an extrovert. Pedro was quieter, more calculating, and arguably became a more complete driver following Ricardo’s death during practice for the 1962 Mexican GP at the track that would later take the brothers’ name.

Much of Rodriguez’s early successes came in Ferraris, normally run or sourced by NART. He had a personal relationship with Enzo Ferrari



Early success came with a NART Ferrari at 1965 Reims 12 Hours

and throughout his career wanted to drive for the famous Italian team. He did make occasional appearances, but Rodriguez wanted a combined F1-sportscar deal and was usually only offered endurance races.

It took Rodriguez much longer to break through in single-seater racing, partly because of a lack of relevant experience and partly due to the machinery at his disposal. He made his F1 world championship debut at the 1963 United States GP, but it wasn’t until 1967 that he got a full-time drive, with Cooper.

He promptly won the 1967 season-opening South African GP and went on to finish sixth in the standings, ahead of team-mate Jochen Rindt. Team manager Roy Salvadori once said: “I think he was a future champion,” and was happy to have someone who was kinder to the car than the then-rough diamond Rindt.

He was gritty too, as he showed with his drive to sixth in the 1967 Mexican GP, despite pain in his right leg following an enormous F2 crash at Enna-Pergusa. Or doing the heavy lifting in a 45-lap victory at the 1970 Daytona 24 Hours with a hand worn raw from gearchanges.

Rodriguez’s charging style provided a stark contrast to his manner out of the car. “Pedro was very approachable,” recalls Taylor. “He was about as different out of the cockpit as in it as you can imagine.”

Something of an anglophile, Rodriguez owned a Bentley and often sported a deerstalker, but didn’t tend to socialise with other drivers. “He was very different, he had this mystique about him,” recalls designer Tony Southgate, who worked with Rodriguez at BRM in 1970–71. “He was his own man. I thought he was terrific.”

Though he was happy to help development work on the car, set-up work was not Rodriguez’s forte. “He wasn’t an engineer-type like John Surtees,” adds Southgate. “He just accepted what you gave him. He was extremely easy to work with.”

That’s backed up by the recollection of Jackie Oliver, who was Pedro’s team-mate at BRM in 1970 and JWA in 1971. Oliver recalls Rodriguez not being the first choice on development. “When it came to testing the cars at JWA, if Jo Siffert wasn’t available they asked me,” he says.

But the same adaptability that helped him drive around set-up issues also came through with his wet-weather performances. >>

PEDRO RODRIGUEZ World sportscar wins

EVENT	CAR	CO-DRIVER(S)
1964 Daytona Continental	Ferrari 250 GTO	Phil Hill
1965 Reims 12 Hours	Ferrari 365 P2	Jean Guichet
1968 Le Mans 24 Hours	Ford GT40	Lucien Bianchi
1970 Daytona 24 Hours	Porsche 917K	Leo Kinnunen/Brian Redman
1970 BOAC 1000Km	Porsche 917K	Leo Kinnunen
1970 Monza 1000Km	Porsche 917K	Leo Kinnunen
1970 Watkins Glen 6 Hours	Porsche 917K	Leo Kinnunen
1971 Daytona 24 Hours	Porsche 917K	Jackie Oliver
1971 Monza 1000Km	Porsche 917K	Jackie Oliver
1971 Spa 1000Km	Porsche 917K	Jackie Oliver
1971 Osterreichring 1000Km	Porsche 917K	Richard Attwood

Along with Ickx and Stewart, he was one of the best drivers of his era whenever it rained. Evidence of his wet-weather prowess, already apparent in sportscar racing, came during the rain-hit 1968 F1 season, most notably at the Dutch (where he finished third) and French GPs (where he battled for second before gearbox problems intervened) in mediocre BRMs. It was perhaps no coincidence that his Le Mans victory in a JWA Ford GT40 that year came in one of the wettest 24 Hours events in history.

“HE NEVER WORRIED ABOUT QUALIFYING SO IF HE QUALIFIED WELL YOU KNEW THE CAR WAS WORKING”

A combination of finesse and bravery also meant Rodriguez was at his best at high-speed circuits – he twice took pole at Le Mans and was brilliant at Spa, but he disliked Monaco.

He wasn't one for the safety movement, either. A religious man, Rodriguez felt that 'when it's your time, it's your time' and was invariably at loggerheads with Stewart over the Grand Prix Drivers' Association's safety demands.

His big chance came in 1970, when JWA brought him into the team to drive the 917 and he returned to a revived BRM squad. JWA boss John Wyer had hoped to pair Ickx with Rodriguez, but the Belgian signed a Ferrari contract that included F1 and sportscars. A Rodriguez/Ickx line-up would surely have been one of the finest in sportscar history, but perhaps it would have prevented some of Rodriguez's greatest drives, doing the lion's share of the work – and making superb comebacks – over the next two years. Often having to make up time lost by Leo Kinnunen (or other delays – see page 48), Rodriguez showed his pace and stamina to become the benchmark Porsche driver.



Always quick in the wet, Pedro starred in the 1968 French GP

That caused friction with Siffert, who shared the other car with Brian Redman. Siffert had been the accepted Porsche number one before JWA took over the German manufacturer's programme and was determined to maintain his position. It led to tense moments, famously at the start of the 1970 Spa 1000Km, where the two touched through Eau Rouge on lap one, and at Watkins Glen.

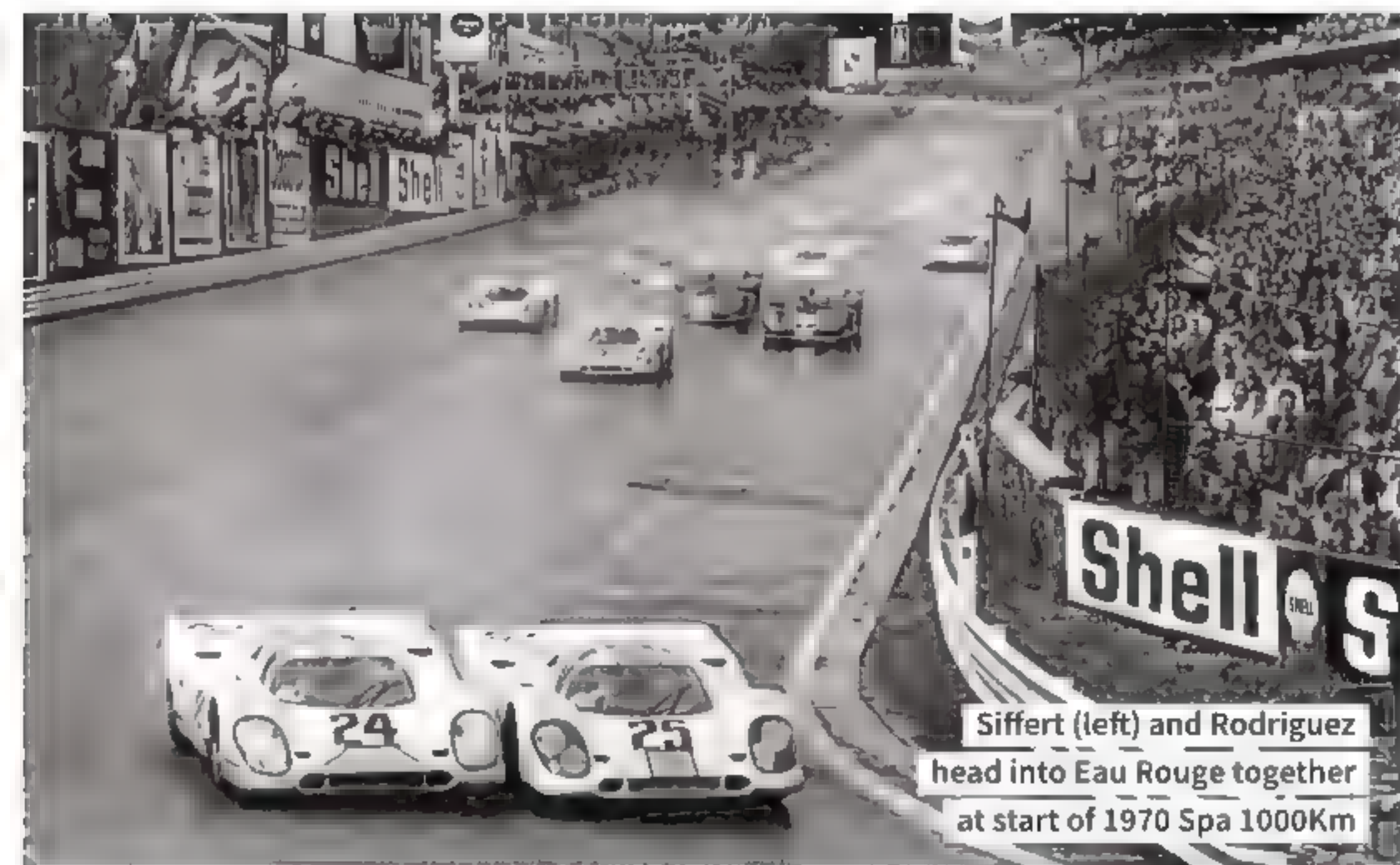
"The rivalry was somewhat one-sided, because Siffert felt that he was the better driver and must demonstrate the fact, whereas Pedro was quite sure that he was superior and did not think that any proof was required," wrote Wyer in his famous book *The Certain Sound*.

In Gulf's film on the 1970 season, *A Year to Remember*, Wyer also compared them: "Pedro is a more calculating type of driver. He likes to sit back in the early stages and watch the race develop before he stages his attack, which he does with an exquisite sense of timing. He has great mechanical sympathy and is very kind to the car."

Redman agrees, despite his successful partnership with Siffert. "In terms of outright speed, there was little difference between 'Seppi' and



Rodriguez finally became an F1 frontrunner with BRM, first with this P153, then the P160



Siffert (left) and Rodriguez head into Eau Rouge together at start of 1970 Spa 1000Km



Southgate enjoyed working with Rodriguez at BRM in 1970-71

Pedro, but I feel Pedro was more sympathetic with the car," he says.

Rodriguez's qualifying record wasn't the best, but that's largely because he was more interested in the racing. "He never worried about qualifying, so if he qualified well you knew the car was working well," confirms Southgate.

Having got everyone's attention with one of the great wet-weather drives at Brands Hatch in the 917K and become a consistent F1 frontrunner (albeit losing many points through BRM unreliability), Rodriguez was an established topline by the end of 1970.

For 1971, BRM produced the P160 – "A refined, sleeker and neater version of the P153, the engine was at its best and the whole car was competitive," reckons Southgate – and was joined at JWA by Oliver, whom he had recommended to the team following their 1970 season as BRM team-mates.

BRM reliability was still not perfect, but Rodriguez won the non-championship Spring Cup from Peter

Gethin's McLaren and Stewart's Tyrrell, and was a fine second in the Dutch GP after a race-long duel with Ickx's Ferrari. As events later in the season would demonstrate, further wins surely weren't far away.

Things were even better with JWA, Rodriguez taking his second consecutive Daytona 24 Hours win, this time with Oliver, then winning at Monza and Spa (at a record average speed of 154.8mph).

"I've had many team-mates in my career but only two [co-drivers] in world sportscar races, Jacky Ickx and Pedro," recalls Oliver.

"They were both very good and Pedro was a nice team-mate. After Spa, there was a track invasion and he thought it was Ferrari fans

trying to get us so we made a run for it, but all they wanted to do was join the celebrations."

A chance of driving with Ickx at Ferrari – in both sportscars and F1 – became apparent in the middle of 1971. Given Rodriguez's early history with Ferrari and the fact that he'd been beating the red cars for Porsche, that was perhaps not a surprise.

In the meantime, a second Le Mans success proved elusive, despite Rodriguez, Oliver and the 1971 917L proving the race's fastest package, but an incredible drive at the Osterreirchring 1000Km, in which he took back two whole laps after an early delay, showed he was driving at his very best.

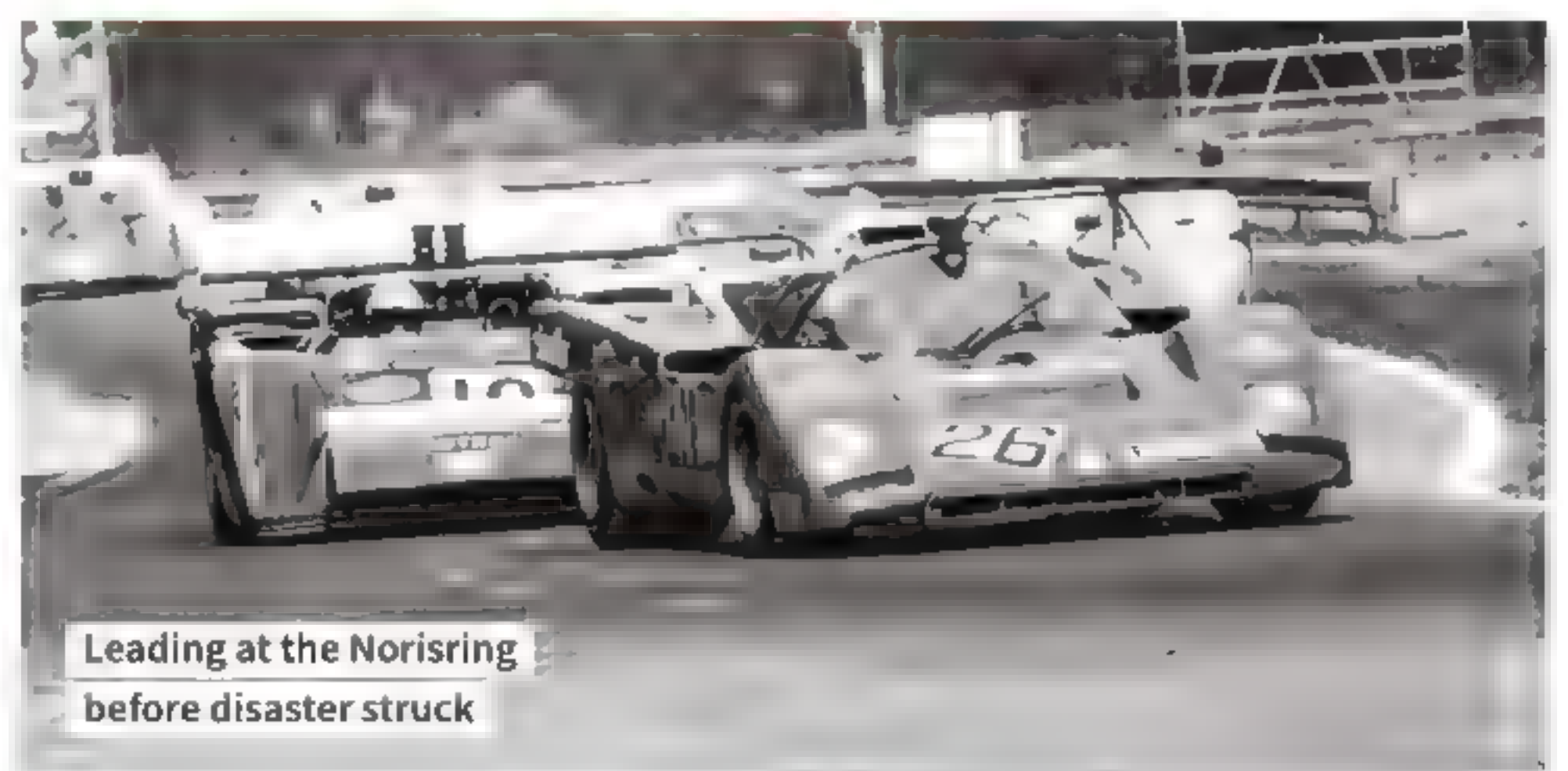
That would be his last victory. Neither BRM nor JWA wanted Rodriguez to go to the Norisring, but nobody stopped him – could anyone? – and off to Germany he went. His death hit the motorsport

world, and the Mexican scene in particular, hard.

"Apart from being an inspiration to the team, this quiet, unassuming little Mexican was liked by everybody," recalled Wyer. "At the wheel of a car he was the complete tiger, in the mould of Fangio, Moss and Clark."

"His skill in the rain really sticks with me, he was a fighter," recalls Taylor. "The great thing about Pedro was that, there are some drivers who when they're going quickly don't look quick, but he did. He was wonderful to watch." ❄

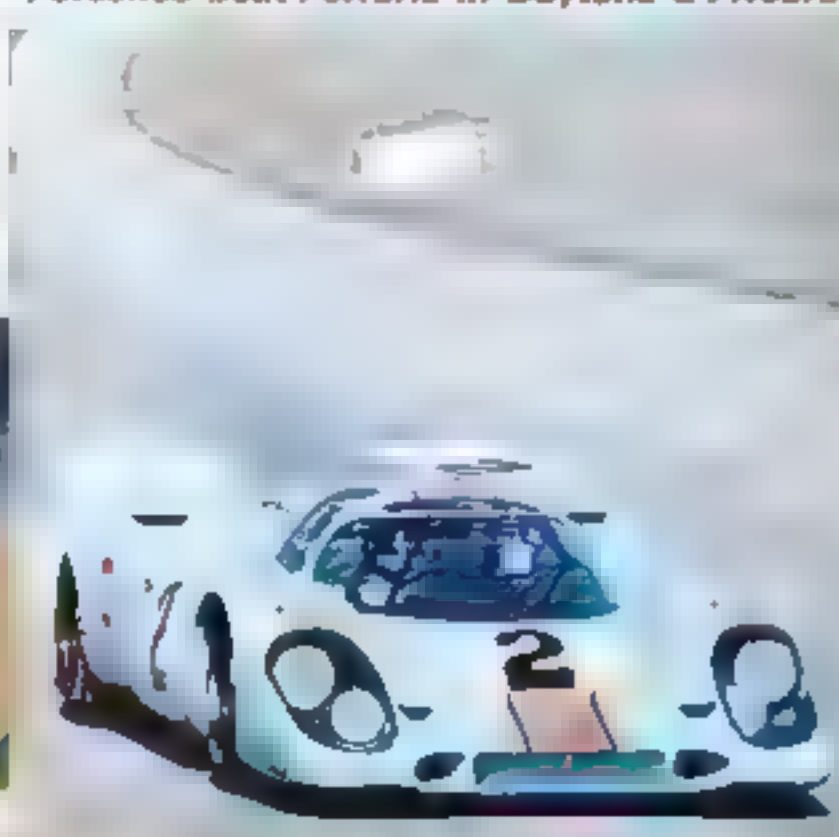
➔ **P48 PEDRO'S TOP 10 DRIVES**



Leading at the Norisring before disaster struck



F1 MATRA V12, BRABHAM CUTAWAYS—CLUB RALLIES
AUTOSPORT
Porsches beat Ferraris in Daytona 24 Hours



PEDRO RODRIGUEZ'S GREATEST RACES

Forever associated with the Gulf-liveried Porsche 917s, Rodriguez had more than his fair share of great drives. Here are Autosport's top 10 picks

KEVIN TURNER

PHOTOGRAPHY  **motorsport**
IMAGES

1967 SOUTH AFRICAN GP

KYALAMI **COOPER T81** 1ST

10

This race is more famous for privateer John Love nearly winning in his Cooper T79, but it was a breakout performance for Rodriguez. It was also only his ninth world championship race, at the start of his first proper F1 season.

Rodriguez qualified fourth – ahead of ‘number one’ Cooper team-mate Jochen Rindt – after slipstreaming with Jim Clark’s Lotus, the duo beaten by the Brabhams of reigning world champion Jack Brabham and Denny Hulme.

Amid tyre concerns in the blistering heat, Rodriguez ran fourth in the early stages. He lost out to a charging Rindt on lap three of 80, but a wild moment for the Austrian soon dropped him behind. Having held off Clark early on, Rodriguez battled third-placed Brabham and Rindt.

He briefly made it into third, only to start

suffering from gearbox problems, first losing second gear, then fourth. Rodriguez had a couple of moments and began to fall back, dropping as far as seventh, but kept going.

“In the position Pedro was in, Jochen wouldn’t have kept on racing without being able to go at full speed,” team manager Roy Salvadori is quoted as saying in *The Brothers Rodriguez* by Carlos Eduardo Jalife-Villalon. “But Pedro had to earn a place on the team and persevered.”

Then others started to find trouble. Rindt retired when his Maserati engine failed, Brabham’s engine temporarily cut out, and Dan Gurney’s Eagle dropped out with suspension failure. Rodriguez was now fourth and he soon overtook the struggling Honda of John Surtees. With 23 laps to go the Cooper was a lap behind runaway leader Hulme, but then the Brabham hit brake problems, pitted and fell to fourth.



Rodriguez could not make significant inroads into Love’s advantage and, with 10 laps to go, was 21s behind. A famous win looked on the cards until Love, despite an additional petrol tank on his 2.8-litre Cooper, had to stop for fuel.

Rodriguez went by, eased his pace to conserve fuel, and took the first world championship F1 victory for a Mexican driver in a race Autosport’s Gregor Grant described as “one of the most exciting GPs for many years”.



Rodriguez took eight world sportscar victories in the 917, including at Brands Hatch in 1970

1970 NORISRING 200

NORISRING **PORSCHE 908/02** 3RD

9

With the Porsche 917 he had been scheduled to drive not available due to an engine shortage, Rodriguez switched to Richard Brostrom's 908 for

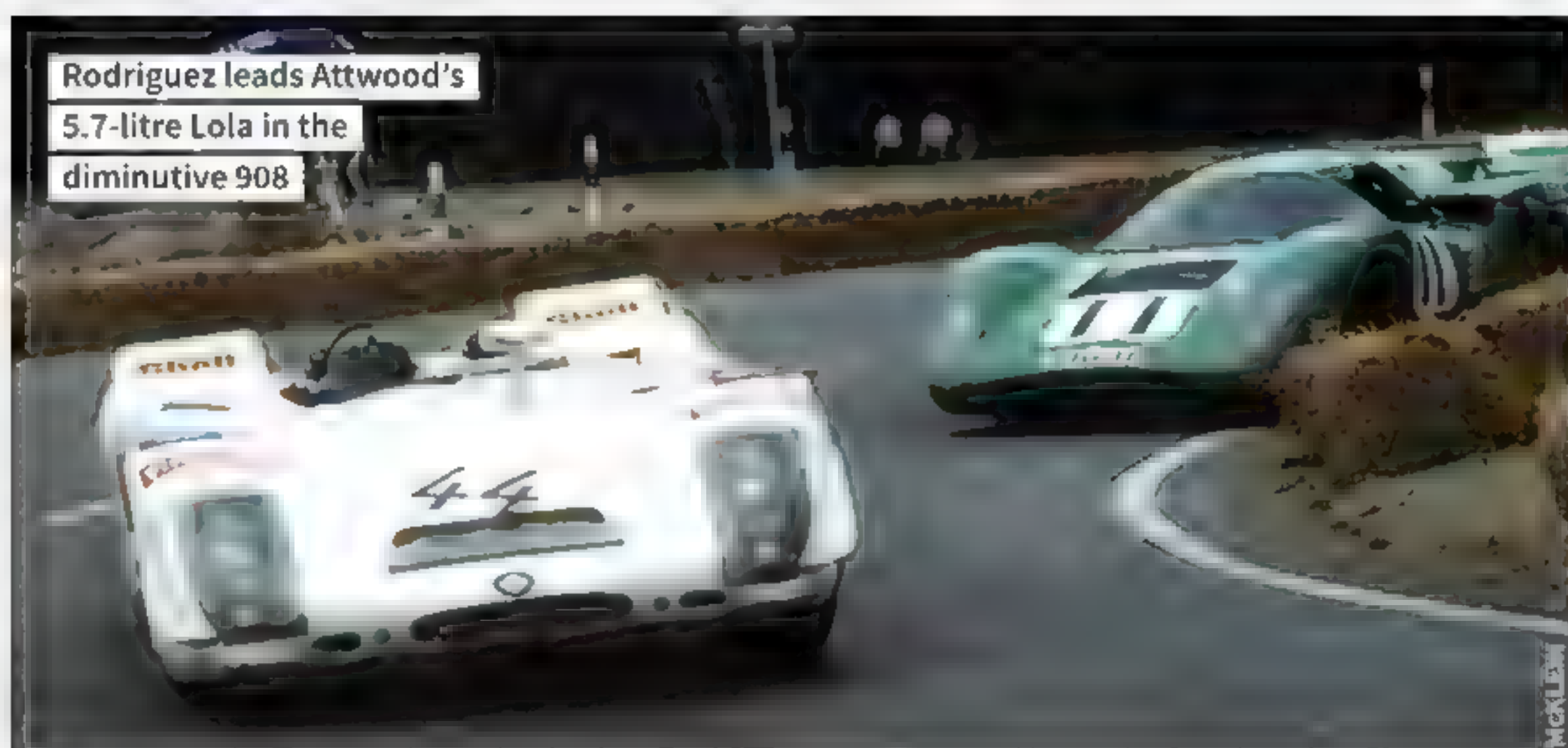
the first round of the 1970 Interserie. Against cars such as the new 7.6-litre March 707, two 917s and several big-engined Lola T70s, the three-litre 908 was hardly a leading contender.

Rodriguez qualified ninth (ahead of a young Niki Lauda, who Pedro had helped learn the circuit, in a similar car), but an early rain shower in heat one gave him an opportunity. He sliced ahead of the bigger machines and, when Teddy Pilette's T70 retired, the white 908 briefly led.

Rodriguez fell back as the track dried, but was still well clear of the other three-litre cars and engaged in a battle with Richard Attwood's 5.7-litre Lola. When Attwood's rear shock absorber broke, Rodriguez was left to take fifth, well clear of Lauda, and beaten only by two 917s, a Ferrari 512S and the 707.

The second heat was less spectacular, but high attrition among the leaders helped Rodriguez rise to third. That was also where he finished overall, behind the two 917s and only a lap down after nearly two hours of racing.

Rodriguez requested the organisers find him a better car for the following year's event if he was to return. Unfortunately, given what would transpire 12 months later, they were able to...

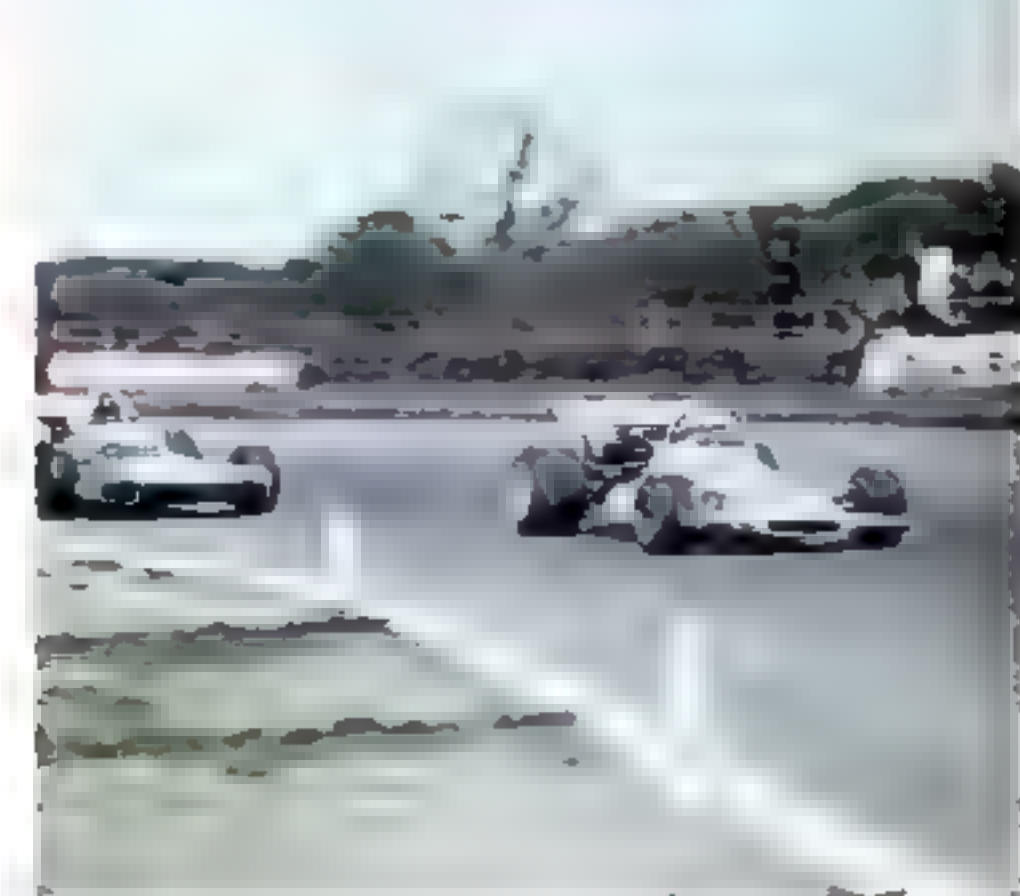


Rodriguez leads Attwood's 5.7-litre Lola in the diminutive 908

SPA 1000 KMS - WELSH RALLY - MARCH 7TH

AUTOSPORT

Graham Hill wins thrilling F1 Silverstone



1971 BRDC INTERNATIONAL TROPHY

SILVERSTONE **BRM P160** 4TH

8

This non-championship, two-heat race is best-known as Graham Hill's final F1 victory, but there was much more to the event than that. There were no Ferraris, but the field was

still strong, with 15 F5000s joining 16 F1 machines.

Rodriguez, Jo Siffert and Henri Pescarolo were dovetailing the event with the Spa 1000Km, which Pedro and Jackie Oliver were to win at a record speed of 154.8mph in a crushing display of Porsche 917 superiority the day after the International Trophy. They therefore had to qualify when conditions were not ideal, Rodriguez doing best but lining up down in 10th on the 4-3-4 grid.

Rodriguez started making progress from the start, while poleman Jackie Stewart's Tyrrell set the pace at the front. Rodriguez, lapping faster than everyone except Stewart, caught Hill's third-placed Brabham and both closed on Jean-Pierre Beltoise's Matra.

They were soon past Beltoise, so that, after 10 of the 26 laps, only Stewart was ahead of the battling duo, with Rodriguez "clambering up the back" of the Brabham according to Autosport. Finally, on lap 20, the BRM found a way by: "Rodriguez came rushing up the inside of Hill into Woodcote: they did most of the corner wheel to wheel, but Pedro was through."

Rodriguez duly finished 11.6s behind the Tyrrell and 1.2s ahead of the Brabham, and started the second heat from the front row. The BRM made a strong getaway and arrived at Copse alongside Stewart, who then crashed when his throttle stuck open.

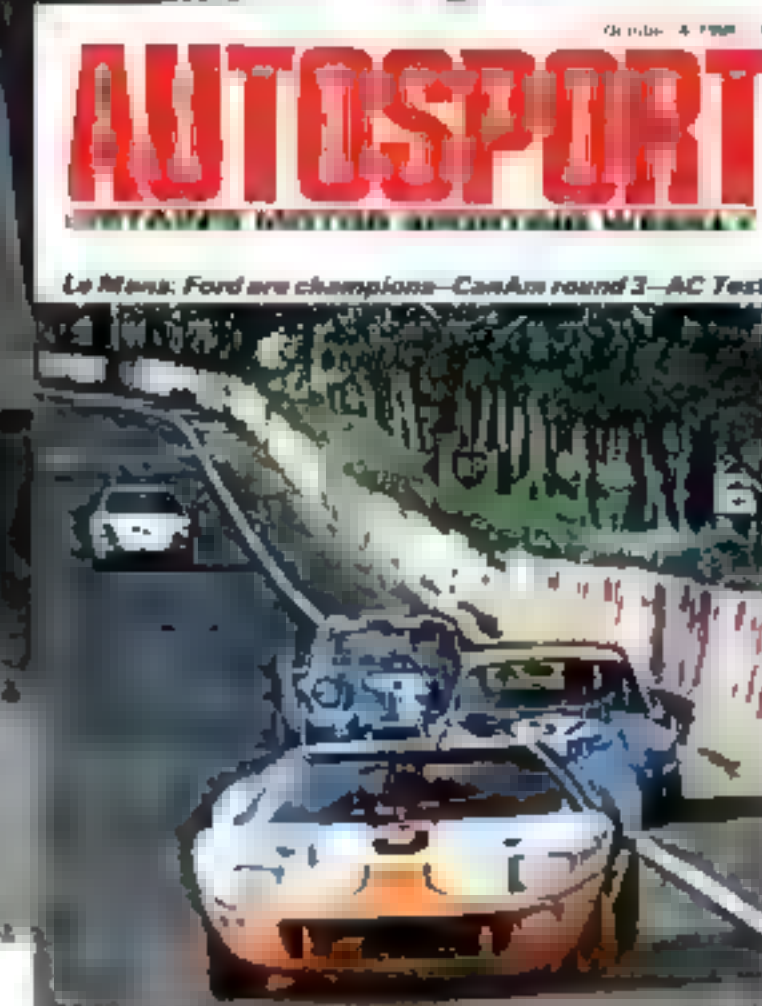
That gave Rodriguez the lead, making him favourite for overall aggregate honours. But he couldn't shake off Hill, and the Brabham took the lead as Rodriguez suffered a puncture. The BRM dived into the pits, returning just ahead of Hill but almost a lap down.

The two were evenly matched, Hill getting ahead in the closing stages, while Rodriguez climbed to eighth. That was enough for fourth overall, but it had been a missed opportunity.



1968 LE MANS 24 HOURS

LE MANS FORD GT40 1ST



7

The JW Automotive Engineering Ford GT40 team's preparation for its big 1968 title showdown with Porsche had not gone well. Star driver Jacky Ickx had joined the

injured Brian Redman on the sidelines for the delayed Le Mans 24 Hours that would decide the world sportscar championship after breaking his leg in a practice crash at the previous weekend's Canadian GP. Team boss John Wyer also wanted Derek Bell, but Ferrari wouldn't release him.

So it was that Rodriguez was brought in to share the lead car with Lucien Bianchi. Pedro had always been impressive at Le Mans – he'd been a thorn in the side of the works Ferrari team when driving North American Racing Team cars with his brother Ricardo in the early 1960s, and had qualified fastest for the 1963 edition.

Luck had never been with him – he had just one seventh-place finish in his first 10 starts – but he'd developed an appreciation of what

was required in the days when looking after the machinery was a key factor.

Rodriguez qualified fourth, but was in no rush at the start as the Porsche 908s set the early pace. His GT40, though delayed by an early change from wet to dry tyres after Paul Hawkins suffered chunking rear rubber with his car, nevertheless largely moved forward.

JWA's hopes were not helped by Brian Muir beaching his car at Mulsanne, which eventually forced its retirement, although the other two GT40s continued to climb back up the order. Porsche also looked vulnerable when transmission failure removed the polesitting Jo Siffert/Hans Herrmann car and, after four hours, the Fords were running first and second, though the order kept changing depending on the pitstops.

The Hawkins/David Hobbs GT40 dropped out of contention thanks to a clutch change and then retired for good when the engine failed in the 10th hour. With the Porsches plagued with alternator trouble during the night, the relentless Rodriguez

and Bianchi thus looked increasingly secure at the front of the field.

Bianchi suffered a spin in drizzle, but the sole remaining Gulf GT40 was four laps clear at half distance. Conditions were intermittently appalling (it was one of the wettest contests at Le Mans), and Rodriguez/Bianchi continued to pull away, despite looking after the V8 machine and keeping away from using maximum revs.

Chassis 1075, which would go on to win the 24 Hours again in 1969, ran without major issue, Rodriguez and Bianchi winning by five laps and clinching the title for Ford.

"Pedro and Lucien drove impeccably, handling the car as if it were made of glass, making slow gearchanges and letting the clutch in very gently," said Wyer in his famous book *The Certain Sound*.

It was not Rodriguez's hardest race – he described it as "very boring" – but he had done exactly what he needed to and had established an important relationship with one of endurance racing's great teams.

1968 RACE OF CHAMPIONS

BRANDS HATCH BRM P133 2ND

6

Outshone by team-mate Mike Spence (BRM P126) in practice, Rodriguez qualified seventh for this non-championship event that kicked off the European F1 season. And a plug change on his V12 just before the start consigned him to starting at the back of the field.

That heralded just the sort of charge that would become a Rodriguez trademark. He made it into the top six in the first quarter of the race, before closing on the battle for fourth between Chris Amon's Ferrari and the McLaren of reigning world champion Denny Hulme.

Rodriguez soon overcame both, while Spence's retirement elevated the Mexican to third. Bruce McLaren's new M7A was well clear, but Rodriguez now closed on Jackie Stewart's Matra MS10.

They were together by half-distance of the 50-lapper. The Matra wasn't



Rodriguez chases Stewart before going by in the BRM

entirely healthy and Rodriguez soon swept past approaching Hawthorns. Pedro was unimpressed to be held up by Stewart after the Scot made a pitstop, but leader McLaren always looked comfortable.

Rodriguez finished 14.2s down but well ahead of Hulme as he prevented a McLaren 1-2, the flag coming just in time before the BRM ran out of fuel.

1970 MONZA 1000KM

MONZA PORSCHE 917K 1ST

5

Ahead of round four of the 1970 world sportscar championship, it wasn't yet clear that Porsche had a decisive edge over Ferrari. The Gulf JW Automotive Engineering 917s had won at Daytona, failed at Sebring where Ferrari won, and the wet conditions at Brands Hatch had been less about the machinery. And Ferrari

entered three factory 512S models for its home race at Monza.

The ferocity of the battle was underlined by the alternating Porsche-Ferrari top six order on the grid, with Rodriguez down in fifth. He immediately jumped into the fight for the lead with team-mate Jo Siffert, Ignazio Giunti's 512 and Vic Elford's Porsche Salzburg 917, which was running a new 4.9-litre engine turned down by JWA after an oil leak in practice.

Siffert then crashed trying to avoid a backmarker, handing Elford the lead. When Kurt Ahrens Jr took over the lead car, Rodriguez closed despite running the smaller 4.5-litre engine, but it was a tyre failure at high speed that put the Porsche Salzburg machine out of contention.

That left only one 917 in the lead fight, with Leo Kinnunen – who JWA boss John Wyer reckoned was 1.5s per lap slower than Rodriguez that weekend – ahead but being caught by Giunti. Excellent pitwork kept the Porsche ahead when Rodriguez climbed back aboard. "It was conspicuous how much better Pedro was in the traffic than his adversary," noted Autosport's Patrick McNally.

"It was very difficult to keep up with them and because of that it was a very tough race," said Rodriguez in Gulf's film, *A Year to Remember*.

Chris Amon was put into the Giunti/Nino Vaccarella 512S in an attempt to catch Rodriguez but it was not enough, Ferrari restricted to 2-3-4. Rodriguez had driven for 139 of the 174 laps and won at an average speed of 144.6mph.

"Monza was a very hard race indeed," recalled Wyer in *The Certain Sound*. "Ferrari, on his home ground, had sent a very strong team, with all his best drivers. Pedro had to work very hard."



1971 DUTCH GP

ZANDVOORT BRM P160 2ND

4

Rodriguez had already shown his wet-weather skills at Zandvoort, finishing third and top non-Dunlop runner in the 1968 Dutch GP, and three years later he was

involved in one of the epic rain duels.

Rodriguez, Jacky Ickx and Jackie Stewart were the rainmasters of their era, and at Zandvoort in 1971 there was the rare sight of two of them battling throughout a GP. Ickx had beaten Rodriguez – "on tremendous form" according to Autosport – to pole in the dry by just 0.04 seconds, but the track was wet from the start of the race. And the Firestone tyres on the Ferrari and BRM proved superior to third-placed starter Stewart's Goodyear rubber.

The Ferrari held the lead as Ickx and Rodriguez quickly pulled clear of the field. After five laps of 70, Ickx was 18.5s clear of third-placed Clay Regazzoni in the second Ferrari, but had Rodriguez just 1s behind.

When the leaders came upon an incident involving Francois Cevert and Nanni Galli at Tarzan on lap nine, the BRM snatched the lead. Rodriguez pulled away over the next few laps, building an advantage of 8.5s after 20.

But, as the track dried, the Ferrari seemed to have more traction out of the slow corners and



Rodriguez and Ickx swapped the lead as they left the rest far behind

WORLD CHAMPIONSHIP FX STATS
Starts: 54
Wins: 2
Poles: 0 (2nd x 3)
Fastest laps: 1

Ickx started to close back in. The Belgian grabbed the lead on lap 30, Rodriguez took it back in traffic the next time around, and then the Ferrari moved ahead once more on lap 32. "It was all real Formula 1 racing, and the damp crowd loved it," reported Autosport's Patrick McNally. "The car control of both was a joy to watch."

Ickx started to pull away, the BRM not helped by

a suspected low-end misfire, although the Belgian tended to be more cautious in traffic than Rodriguez, who never gave up the chase. Although the lead had grown to 15.6s with 11 laps to go, Ickx was more circumspect on oil, and the winning margin was just 7.99s after nearly two hours of racing. Rodriguez's best lap was 2s faster than BRM team-mate Jo Siffert's.



1970 BELGIAN GP

SPA BRM P153 1ST

3

The Tony Southgate-designed P153 was BRM's best F1 car for some time. Gearbox and engine problems in practice limited Rodriguez to sixth on the grid at the old 8.8-mile Spa, but he was up to fourth by the end of the first lap of 28.

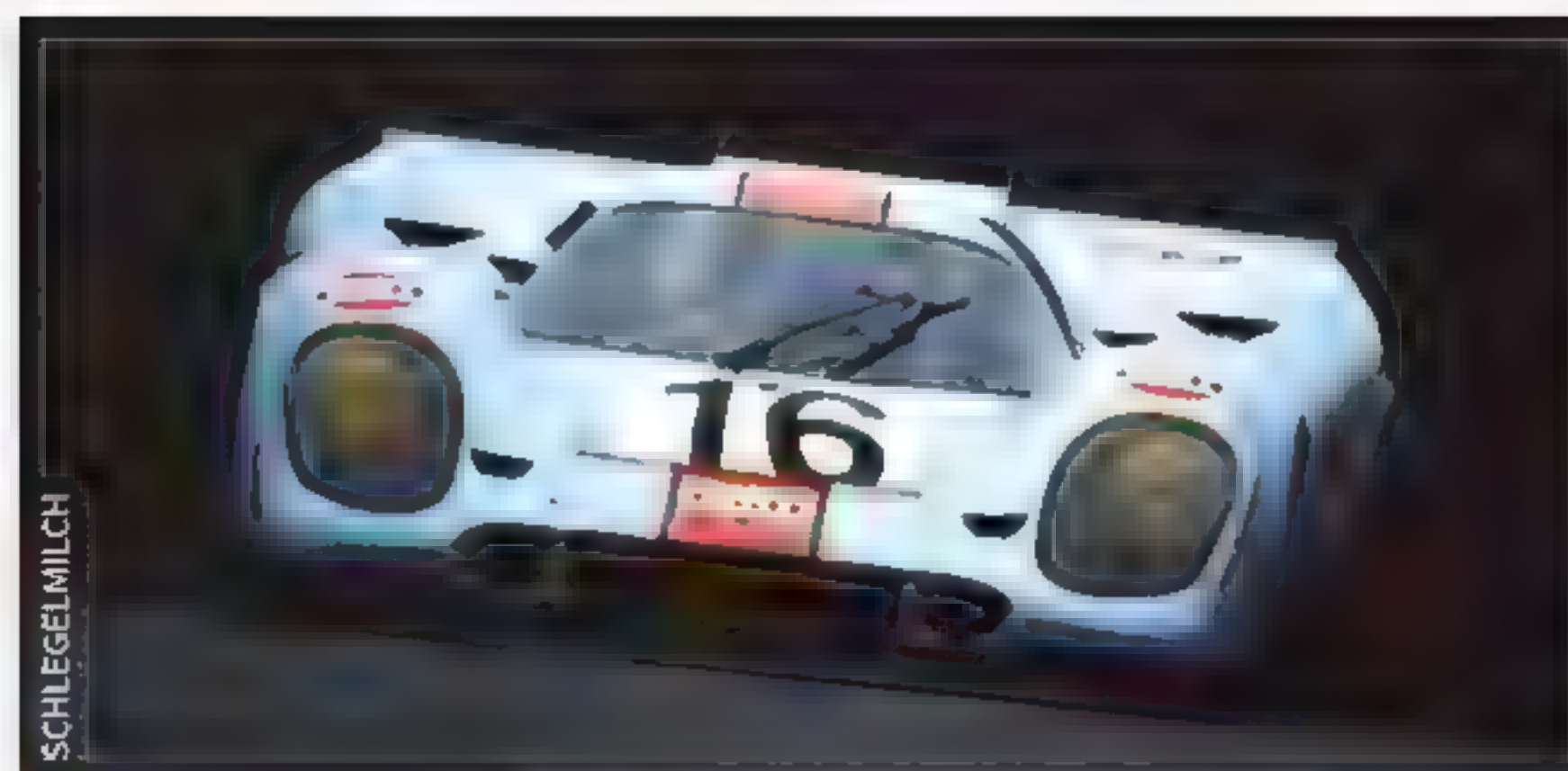
Rodriguez overtook Jochen Rindt's Lotus 49C on lap three and Jackie Stewart's troubled March 701 on the following tour, to chase the March of leader Chris Amon. "Pedro's progress through the field was not to be checked, and he took the lead from Amon on lap five," reported Autosport. "The BRM was extremely fast and the Mexican was using the V12's top end performance to excellent purpose."

But Rodriguez couldn't shake off the March, Amon chasing hard as he searched for his first world championship GP victory. At one point the BRM slid on oil and Amon got alongside, but Rodriguez held on.

Amon put on a late charge, the two leaders taking turns to break the lap record on the fearsome high-speed circuit, with the March eventually taking it by 0.2 seconds and the next-best 2.1s slower. "Amon quickened his pace and got within a second of the BRM, but Pedro wasn't to be flustered and continued in full command," reckoned Autosport.

"Pedro loved Spa for the same reason I did," Amon said in Nigel Roebuck's *Grand Prix Greats*. "Spa was racing a grand prix like we always thought it should be. Driving at full speed in Spa – which we both did from beginning to end – left you feeling like you had really achieved something. And Pedro's precision – I knew that I could pass him if only he made a mistake somewhere, and he never did."

Rodriguez crossed the line 1.1s ahead of the New Zealander to score his second world championship victory, and BRM's first for four years. He had proved that he could absorb pressure as well as fight through the pack.



1971 OSTERREICHRING 1000KM

OSTERREICHRING PORSCHE 917K 1ST

2

"Without question the greatest race he ever drove" was John Wyer's view of Rodriguez's performance in Austria in June 1971, even if the Mexican was denied the crescendo of a dramatic finish.

His Gulf Porsche led from pole, chased by the rapid Ferrari 312P of Jacky Ickx/Clay Regazzoni.

Rodriguez pulled quickly away, building a cushion before handing over to Richard Attwood, who had enjoyed little time in the car following his replacement of Jackie Oliver. But before Rodriguez could get to that point a misfire brought him into the pits. By Wyer's reckoning the team lost 5m32s thanks to a flat battery caused by a slack alternator driving belt.

Rodriguez resumed in seventh, more than two laps down. He now began one of his great charges, helped by rain starting to fall, and even Ickx could not match him. Jo Siffert in the second Gulf 917 was also soon out with clutch failure.

"The situation seemed hopeless but Pedro had quite different ideas," said Wyer in *The Certain Sound*. "At the speed at which he was catching the leaders we still had just a chance of winning."

Attwood only did one brief stint to allow Rodriguez to take his mandatory break, during which the Briton held position, before his team leader climbed back aboard.

"He drove with a cold implacable fury," reckoned Wyer and, with about 30 laps to go, Rodriguez moved onto the same lap as Regazzoni's leading Ferrari. After seeing the Porsche disappear down the road, the Swiss crashed (he pointed to suspension failure), handing Rodriguez victory.

The rain had been intermittent during the race and Rodriguez's fastest lap was not only quicker than his pole time, but it was a second faster than the best time from the previous year's Austrian GP. He had driven 157 of the 170 laps. "We reckoned we would have won anyway but it would have been a close thing," was Wyer's view, while Pedro felt denied at not being able to prove it: "I was really sorry when I saw Regazzoni off the road. I wanted to pass him once more."

It was perhaps appropriate, given it was Rodriguez's last drive in a 917, that it was the final time the great Porsche won a world sportscar race. It was a performance that suggested Rodriguez was reaching his peak, but he had just two weeks left to live.



1970 BOAC 1000KM BRANDS HATCH PORSCHE 917K 1ST

1

John Wyer may have put the Österreichring race ahead of this entry, but the opposition at Brands Hatch the year before was arguably tougher, Rodriguez required less luck, and it is widely regarded as one of the greatest wet-weather performances of all time.

The field included four works 917s, two factory Ferrari 512Ss and entries from Matra and Alfa Romeo, and included drivers of the calibre of Chris Amon (who took pole for Ferrari in the dry), Jack Brabham, Vic Elford, Denny Hulme, Jacky Ickx, Jackie Oliver, Brian Redman and Jo Siffert.

In atrociously wet conditions and after starting from row three, Rodriguez was brought into the pits for overtaking under yellow flags, which he claimed to have not seen. That led to a severe ticking off from clerk of the course Nick Syrett.

"Nick towered above him, but Pedro simply sat in the car, looking through the windscreen," recalls former Autosport Editor Simon Taylor, who reported on the race. "He didn't look up and Nick thumped him on the helmet and said, 'Don't do that again' and slammed the door."

Rodriguez stormed back into the race almost a lap behind, leaving black lines down the pitlane. "I had to drive very hard, as if the track was dry," said Rodriguez in the 1970 film *A Year to Remember*.

He proceeded to pass everyone, including team-mate Siffert, Elford and Amon, consistently



lapping at a pace beyond anyone else. Ickx, one of the few who could match the Mexican in such conditions, was hamstrung by wiper issues with his Ferrari, and Rodriguez simply danced away from the opposition.

"The way he came past us all, the things he was doing with that car, it was like sleight of hand," Amon later told Autosport's Nigel Roebuck.

Aside from a quick spin, Rodriguez's progress was relentless, and he handed co-driver Leo Kinnunen a two-lap lead after three and a half hours. The Finn struggled to maintain the pace, and Rodriguez ended up driving all but around 1h15m of the 6h45m contest.

The track eventually started to dry, but Rodriguez's control of the race was never in doubt and he took the flag five laps clear of

Elford/Hulme in a Porsche 1-2-3. It was a drive that impressed everyone, including his peers.

Wyer described it as a "virtuoso performance", while in *The Brothers Rodriguez* book Richard Attwood said: "I would challenge anyone to drive a car as fast as Pedro did that day on a wet track. Jim Clark, had he been alive, or any other you could name, nobody could have equalled Pedro."

Taylor also believes it was the best Rodriguez drive he ever saw – "He was just horrifying to watch, but so brilliant" – and Oliver says: "He was outstanding, he excelled himself."

"It was the greatest performance I've seen," added David Hobbs. "Pedro's superb drive at Brands Hatch in the 917K is what he will always be remembered for," concludes Redman, now 84. "It was a fantastic drive."



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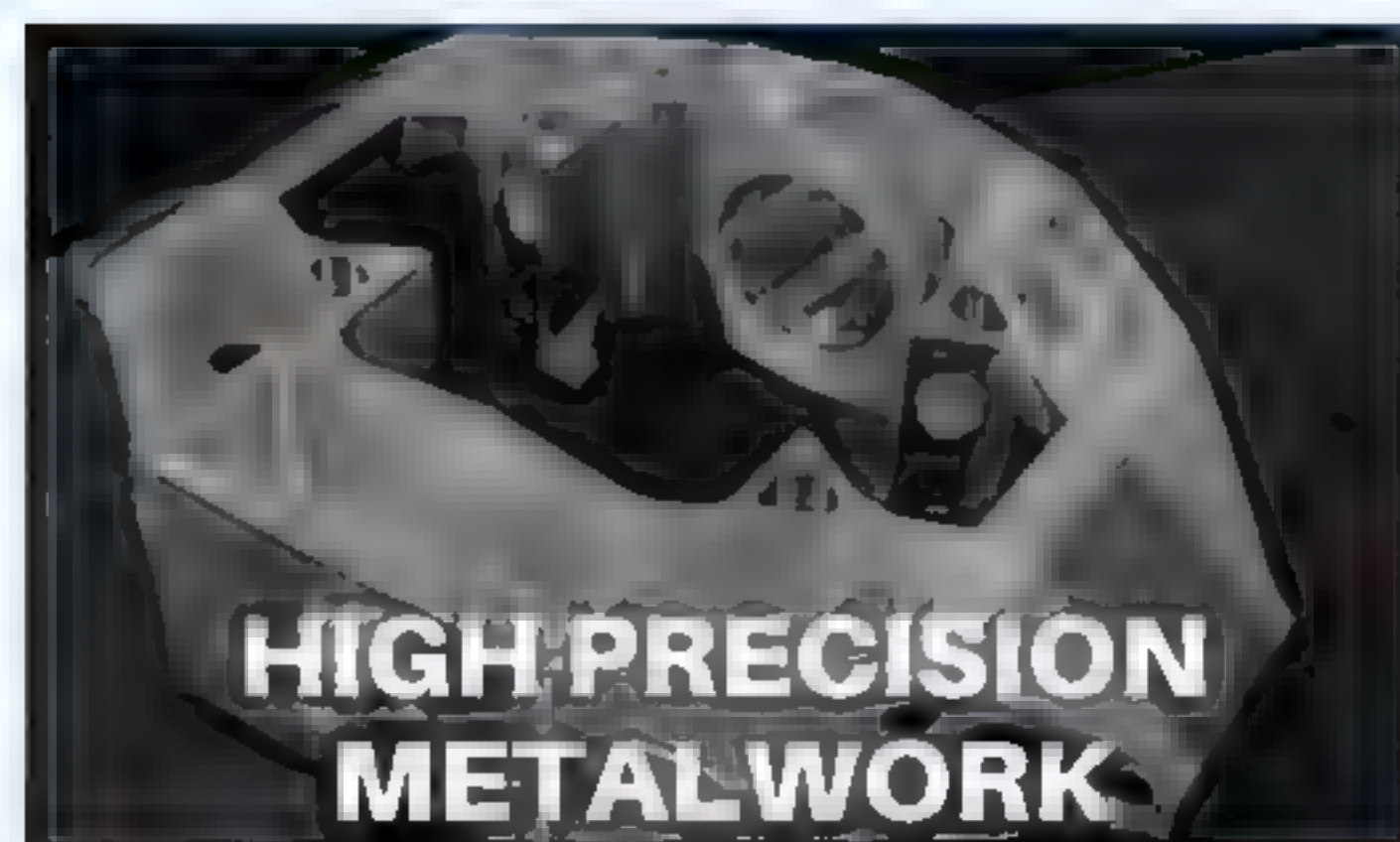
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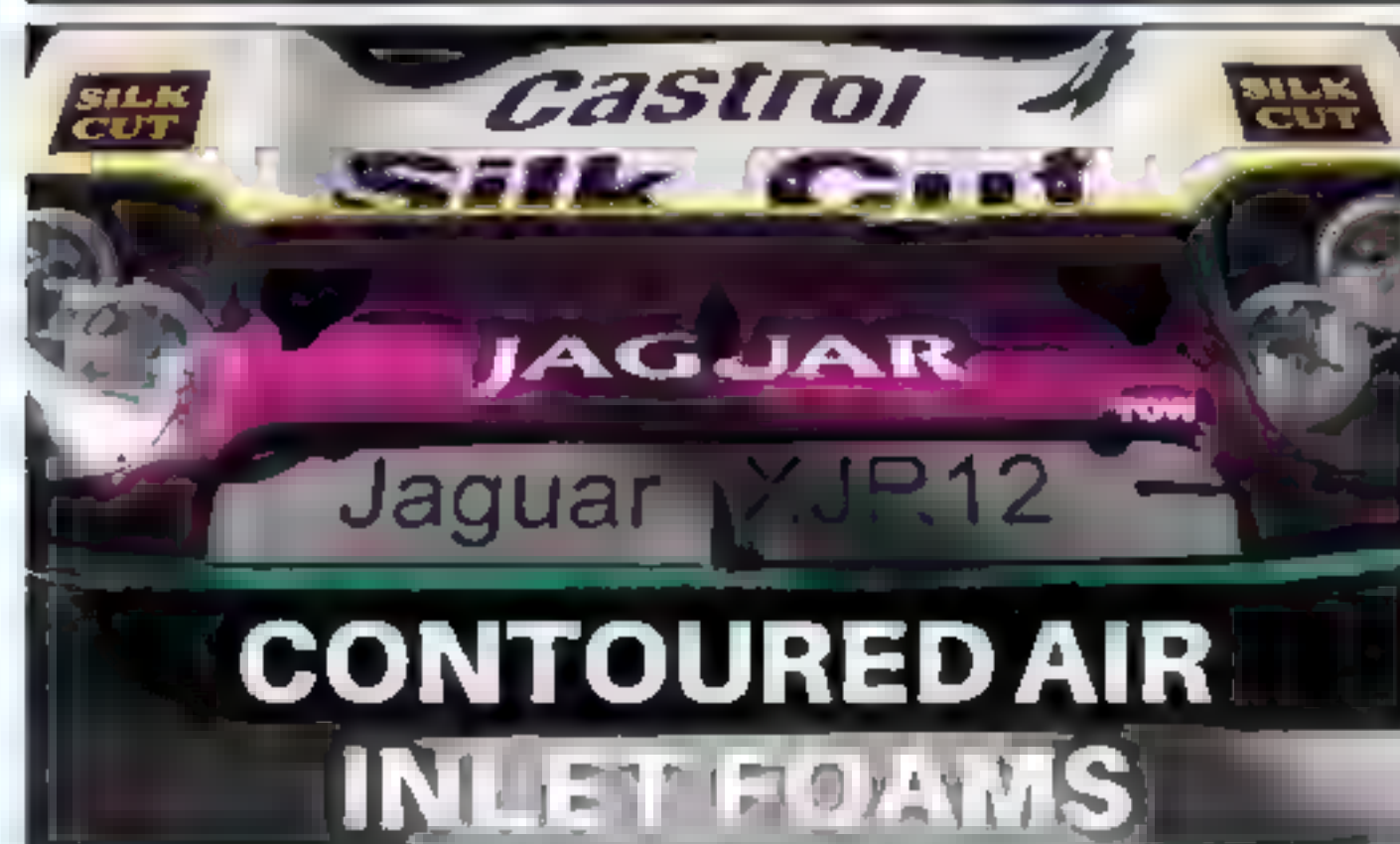
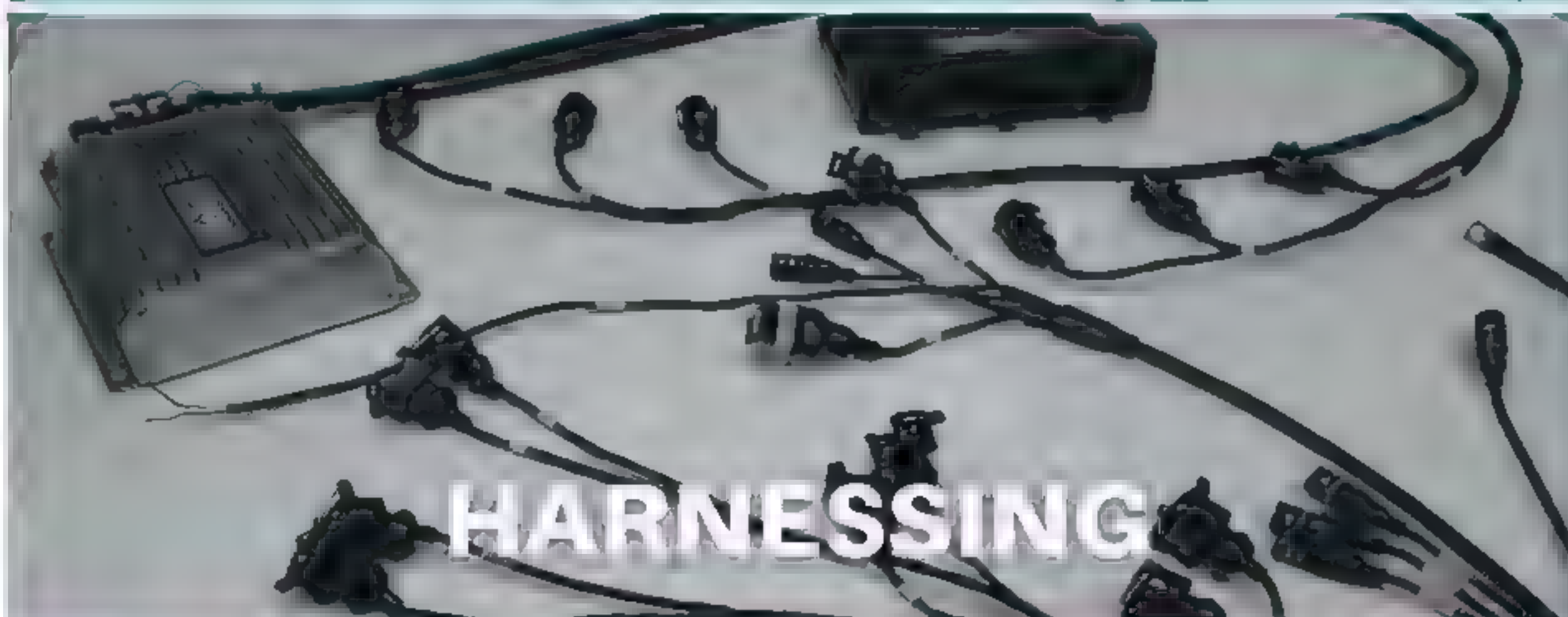
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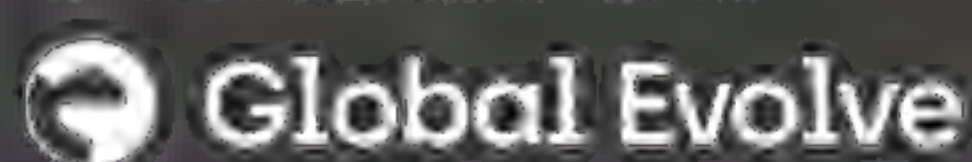
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Fatal Citroen C1 crash overshadows Snetterton event

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Collard and Jaguar XJR-15s to the Classic

French Le Mans ace and one-make Jag series
celebration to feature at Silverstone



EURO NASCAR BLASTS
INTO BRANDS HATCH



KELLY LANDS CIRCUIT RALLY
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FATAL ACCIDENT MARS CITROEN C1 ENDURO AT SNETTERTON

CITROEN C1 CHALLENGE

A driver in the Citroen C1 Challenge died in a crash during the category's four-hour race at Snetterton last weekend. Angela Lucas suffered fatal injuries in the incident at the fast Riches right-hander of the Norfolk circuit, around three hours into Sunday's second C1 contest of the British Automobile Racing Club event.

Lucas had made a handful of appearances with the C1 Racing Club, and was sharing the RaceDriver.me car with the scholarship's winner Alexander Andersson and Shaun Fray last weekend. The trio had earlier finished in 44th place in the opening race on Saturday.

Governing body Motorsport UK, along with the BARC, has already begun an investigation into the circumstances surrounding the crash.

Series boss Robin Welsh has paid tribute to Lucas, saying: "Angela was a popular and well-known character within the C1 Racing Club, and what's happened is a huge shock to everyone who is part of the close-knit C1 racing community. My thoughts, and those of everyone involved with the club, are with Angela's family and friends at this time."

In a statement, the BARC said: "The BARC is now working with the national governing body, Motorsport UK and the police to understand the circumstances of the incident and



will be making no further comment.

"The C1 Racing Club has quickly grown into a strong community since its creation in 2018 and our thoughts are with the family and friends of those affected. Our thoughts are also with the volunteer marshals and rescue crews who were involved in the event and we are offering them all our support at this difficult time."

Motorsport UK said it is "deeply saddened by the fatal accident", adding: "Our thoughts are with

the driver's family, the organisers of the event, and other members of the motorsport community who were present."

The Snetterton incident was the first fatal crash during a UK circuit racing event since Paul Conn lost his life in an accident at the Kirkistown circuit in Northern Ireland in a RoadSports race in July 2019.

Autosport sends its sincere condolences to Lucas's friends and family.

STEPHEN LICKORISH

Man dies in Brands Hatch 'industrial accident'

MSV

A man has died at Brands Hatch following an 'industrial accident', which occurred last Thursday.

MotorSport Vision, which operates the circuit, confirmed that the man was a third-party contractor and not an employee at the Kent venue.

It is believed that the man, who was in his forties, was setting up part of the fairground ahead of the American SpeedFest event, held last weekend, when the incident happened.

A statement from Kent Police said: "Kent Police was called at 1.28pm on Thursday, 1 July to a report of an industrial accident at Brands Hatch.

"Officers attended alongside South East Coast Ambulance Service and a man in his forties was declared deceased at the scene.

"There are no suspicious circumstances and a report is being prepared for the coroner and the Health and Safety Executive."

STEFAN MACKLEY

Sportscar ace Collard to race LMP2 Porsche

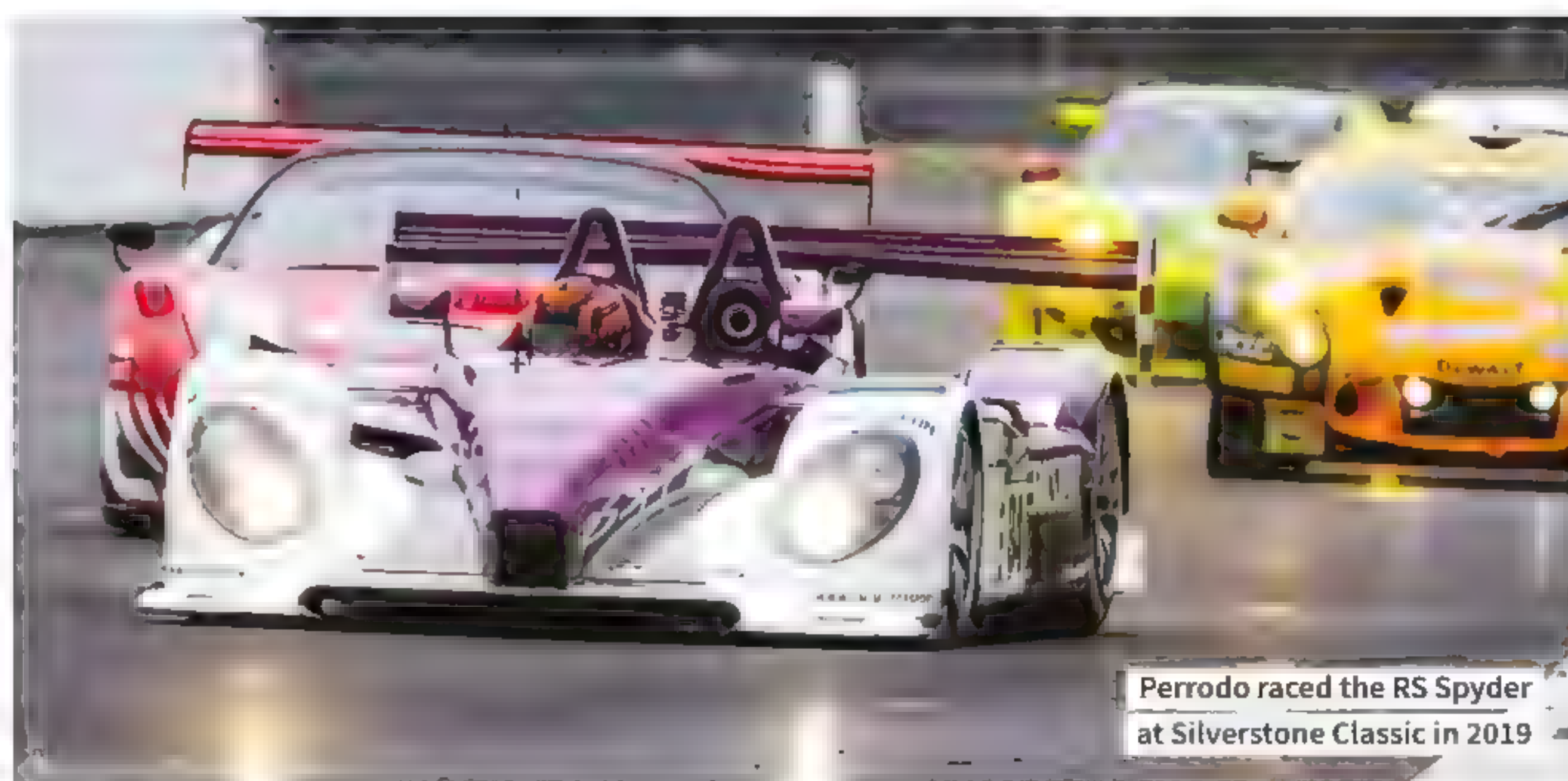
SILVERSTONE CLASSIC

Sportscar racing veteran Emmanuel Collard will return to the Silverstone Classic this year to race the 2008 Le Mans 24 Hours LMP2 class-winning Porsche RS Spyder.

Ex-Porsche works driver Collard will drive the ex-Van Merksteijn Motorsport car, campaigned at Le Mans by patron Peter van Merksteijn, Jos Verstappen and Jeroen Bleekemolen, in the Masters Endurance Legends race that caters for machines eligible for ACO competition between 1995 and 2012.



Collard describes the car as "a pleasure to drive"



Perrodo raced the RS Spyder at Silverstone Classic in 2019

The car is now owned by Francois Perrodo, who has been a regular co-driver to Collard in endurance events over the past decade, the pair winning the World Endurance Championship GTE Am title together in 2016 and 2019-20.

Perrodo raced the Spyder in the most recent iteration of the Classic in 2019 – the 2020 event was cancelled due to the pandemic – and scored a best result of a class-winning sixth in race two. Driving a Pescarolo-Judd LMP1, Collard led the first race after a dogfight with Jonathan Kennard but retired after a clash with Kriton Lendoudis's Peugeot 908.

Collard has a strong history with the RS Spyder, having won the 2008 Sebring

12 Hours outright in a works-supported Penske-run entry and added Le Mans class success the following year with Danish privateer squad Team Essex.

The 50-year-old, who is racing an AF-Corse prepared Ferrari 488 GTE in the European Le Mans Series this year alongside Perrodo and Alessio Rovera, told Autosport it would be a "really good pleasure to drive" the Spyder again.

"It's a fantastic car, very efficient," he said. "It has not so much power, but the chassis is unbelievable. You can brake so late with this car, it has so much downforce and is very fast into the corners. It was a very good period with this car."

JAMES NEWBOLD

Jaguar XJR-15 celebration at Classic

SILVERSTONE CLASSIC

A unique celebration of one of the most exclusive one-make series will feature at the Silverstone Classic this month when the 30th anniversary of the Jaguar Intercontinental Challenge will be marked.

The top three cars from the support race at the 1991 British Grand Prix will be back on track together on all three days of the Classic, along with several other cars from the one-season-only triple-header race series, plus the R9R project

prototype and a number of road-registered XJR-15s.

Back in 1991, grids of 16 of the half-million-pound XJR-15s lined up for three races supporting grands prix at Monaco, Silverstone and Spa, with the victor of the final round pocketing the \$1m prize.

The XJR-15 was originally conceived as a two-seater road-going version of the 1988 Le Mans 24 Hours-winning XJR-9 Group C prototype. A normally aspirated, six-litre V12 engine was mid-mounted in a monocoque chassis designed

by Tony Southgate. Both the chassis and body were made from carbonfibre and Kevlar, making the XJR-15 the world's first road car built entirely from composite materials.

The Silverstone race came immediately after Nigel Mansell's win in the British Grand Prix and only five of the 16 XJR-15s escaped damage as victory went to Juan Manuel Fangio II, from Bob Wollek and local hero Ian Flux.

Flux remembers it well: "Being the only Brit on the podium, I was given a hero's



Thirty years since one-make Jag series

welcome from all the hundreds of Mansell fans who'd stayed on to watch the Jaguars. Hearing them all singing 'Fluxie' will be one of my everlasting memories."

PAUL LAWRENCE

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Unraced Jaguar X-type built by Rouse to be auctioned

HISTORICS

The last car built by four-time British Touring Car champion Andy Rouse's Rouse Hall company is being put up for auction, having not been seen in public for over 15 years.

The Jaguar X-type was created for the SCV8 championship in 2003, but this was unable to get off the ground and the car never raced.

The machine features a bespoke spaceframe chassis that is covered with a production bodyshell and was due to be powered by a 550bhp 3.2-litre Nicholson McLaren V8.

The Jaguar was tested by Justin Wilson at the time and is now being sold by former Rouse employee Alan Strachan at AWS CNC. It is available as either a rolling chassis or fully prepared with a Lotus V8 engine, which was also considered for the SCV8 category.

"It's a fantastic car, superbly built and specified with the best parts," said Strachan. "It's also significant as the last car Rouse Hall built before closing the workshop. We can offer it as it is or ready to race. It would be eminently suitable for Thundersaloons and a host of other series as well as a special car for Jaguar collectors."



The X-type was created for the SCV8 series, which never got off the ground

Tojeiro-Bristol returns to the track

HISTORICS

The Tojeiro-Bristol sports-racer that sowed the seeds of AC's Ace had its first outing in several years in the Equipe Libre races at Castle Combe last weekend.

Portugal-born John Tojeiro's son Robin, who curates the marque's history, attended on

Sunday to see owner Simon Arscott and Graham Dodridge exercise the car, registered LOY 500.

Commissioned by flamboyant West London motor trader Cliff Davis, who raced in a bright check shirt, the Tojeiro – wearing a curvaceous alloy body styled after Ferrari's 166 MM barchetta – superseded his Cooper-MG JOY 500 and finished second on its debut, unpainted, at Combe in April 1953.

Powered by Bristol's straight-six engine, derived from BMW's pre-war unit and breathing through triple carburettors, Davis's Tojeiro was a giant-slayer, not least because of its lithe double-wishbone-suspended tubular steel chassis. Its performance impressed AC Cars, which bought the design to underpin its Ace, launched at the London Motor Show in October.

Tojeiro continued to design eponymous racing cars while AC marketed the Ace until 1963, selling more than 700 examples.

MARCUS PYE



Sports-racer was in action in Equipe Libre

IN THE HEADLINES

GLANVILL'S PUMA CUP MOVE

Former Junior Saloon Car driver Emily Glanvill celebrated her first racing appearance since October 2019 with a double Puma Cup victory at Knockhill last weekend. "I've always struggled a bit with funding for drives, which is why the Puma Cup appealed to me a lot," said Glanvill, who raced alongside Jon Glover. "It's an affordable series and really friendly paddock, so I jumped at the opportunity when Jon asked me to join him." Glanvill's outing at Knockhill was, for now, a one-off, although the Scottish racer is open to future appearances later in the year.

TARLING'S LONG RECOVERY

Leading Formula Ford racer Richard Tarling continues on his journey to full fitness after catching COVID-19 last March. Tarling is still battling long COVID and says he is making progress after nearly 18 months, but he's still not ready to race again. "I'm hoping to get out and at least do some testing later this year," said Tarling.

HADFIELD'S WINNING DEBUT

James Hadfield made a winning Castle Combe Formula Ford 1600 debut last Saturday, narrowly beating local yardstick Richard Higgins in race two's pre-1989 class in his self-run Van Diemen RF86. "It's an awesome circuit – I can't wait to come back," he said.

LEWKOWICZ DEPARTS COMBE

Jo Lewkowicz (below) left Castle Combe Racing Club on Sunday, after 10 years as the club's manager. Popular with competitors, who contributed generously to her leaving present, 'J.Lew' previously worked for the circuit for a decade. She has now joined the Classic Sports Car Club team, based locally.



Anglesey brace gives Kelly/Colman title

CIRCUIT RALLYING

Mark Kelly and Neil Colman clinched the *Motorsport News* Circuit Rally Championship in the best possible way, by winning both the Lee Holland Memorial and SMC Stage Rallies at Anglesey over the weekend in their Ford Fiesta R5.

Rob Hughes/Sion Cunliff (Fiesta R5) finished second in Saturday's Lee Holland event, with the Fiesta of Joe Cunningham/Josh Beer consolidating third from stage five onwards after battling ahead of last year's champions Barry Morris/Tom Hutchings (Darran T90 GTR) and Chris West/Keith Hounslow (Porsche 997).

Morris was a final stage retirement, leaving West in fourth, from the Fiesta R5 of Neil and Daniel Roskell and Fiesta S2000 of Graham Coffey/Georgina Smith.

Hughes again led the early pursuit of Kelly in Sunday's SMC Stages. He was under pressure from Morris for a while, before both had Cunningham closing in.

Up to third by stage four, Cunningham turned his deficit to Hughes into a one



Kelly and Colman were unstoppable at Anglesey

second advantage on the next run. At the end Cunningham was only four seconds down on Kelly, with Hughes and Morris retaining third and fourth. Kevin Procter/Patrick Walsh (Fiesta S2000) had battled through to fifth ahead of West and the Fiesta of Andy Scott/Marc Fowler.

Christopher and Anthony Newton comfortably won their class in their Vauxhall Nova on Saturday, but retired on Sunday, handing victory to Glyn and Owain Thomas with their Peugeot 106 Rallye.

Ben Wilkinson/David Batley (106 Maxi) topped their class on the Lee Holland, but the SMC honours went to the Opel Corsa of Chris Ruck/Steve Harris.

Class 3 belonged to Josh Payton/Jamie Vaughan, whose Ford Escort Mk2 topped the division on both days.

In the overall championship, Kelly finished clear of Procter in the final standings, with Procter pipping Hughes to the runner-up spot.

PETER SCHERER

Mickel to appeal disqualification after crash



Mickel lost a huge chunk of points

LEGENDS

Multiple Legends champion John Mickel intends to appeal a disqualification following a multi-car crash at Brands Hatch last weekend.

Mickel, who entered the American SpeedFest event second in the points behind Miles Rudman, was leading Saturday's second heat on

a safety car restart.

Approaching the pit entry, Mickel slowed, causing cars behind to bunch up. This triggered a multi-car crash that also involved reigning champion Daniel Clark.

Mickel won on the road, but was stripped of the win after being deemed at fault for the incident. This cost him 200 points for victory as well as having 300

stripped from his total tally.

"The safety car didn't get off the track; it's left-hand wheels were still on the track so I didn't know if it was aborting the restart," said Mickel.

"I didn't brake, all I did was match my speed, which is what you're meant to do. If I didn't think I was in the right, I wouldn't appeal."

STEFAN MACKLEY

ANGELO R. DRIVE

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Sedgwick shines on Brands return at SpeedFest

EURO NASCAR

Alex Sedgwick returned to racing for the first time in more than six months when he competed in Euro NASCAR at Brands Hatch last weekend.

The Chevrolet Camaro driver, sporting an NBA 2K livery in tribute to the late legendary basketball star Kobe Bryant, competed in the American SpeedFest event, having last raced in Euro NASCAR in 2019. He dropped out of the opening race when a plug wire melted, which cost him a cylinder, while he managed to finish fifth in the second race.

Sedgwick had intended to compete in the US this year, primarily in the ARCA and Xfinity Series, but the COVID-19 pandemic has meant a lack of track time at events is preventing him from being able to race in the US.

"I'd planned to do more Xfinity stuff but at the moment, with no practice or



Home hero Sedgwick took a best result of fifth at Brands

qualifying, unless you jump in a car with owner points, you need to qualify to be able to get into the race," he said.

"It's tough for sure, but it's all part of how the world is at the moment. Whatever your Plan A is, it never works out that way. It is frustrating but, at the same time, rather than trying to do a one-off race we're looking at a longer-term plan. There will be something – it's just a case of what comes along."

STEFAN MACKLEY

Former Shadow F1 name makes return in Euro NASCAR

EURO NASCAR

The popular Shadow Racing Cars name returned to modern competitive action in the UK for the first time in over 40 years at Brands Hatch last weekend.

Italian Bernardo Manfre bought the rights to the name – a mainstay of Formula 1 in the mid-1970s, with notable drivers for the team including Alan Jones and Tom Pryce – and competed under it in Euro NASCAR last year.

With the championship returning to

Brands after a COVID-19 hiatus in 2020, it was the first time since the 1979 British Grand Prix that the evocative name was used in current racing in the UK.

"I was bitten by the Shadow brand since I was young," said Manfre, who will also develop a line of watches and eyewear under the brand. "The history of Shadow is incredible because it's a brand that fought against Ferrari and Lotus.

"A couple of years ago I had the chance to buy the brand and I decided in 10 seconds."

STEFAN MACKLEY



Manfre aboard his Shadow DNM8 raced at Brands

IN THE HEADLINES

SPORTSMAN SUMPTON

Junior Saloon Car driver Scott Sumpton arguably earned the title of best sportsman at Snetterton last weekend, after offering his Chandler Motorsport team-mate Aaron Walker his engine after Walker's had failed in the first race. "He is a championship contender, I'm not," said Sumpton, as Walker finished second in race two.

BGT DEBUT FOR BURKE

Sportscar regular Darren Burke will make his British GT debut at Donington Park this weekend, joining the Newbridge Motorsport Aston Martin GT4 squad. Burke, who finished second in the Pro-Am class at the 2019 Spa 24 Hours, will replace Aston works driver Darren Turner while he is representing the marque at the Goodwood Festival of Speed. Silver-graded Burke and Matt Topham will have to serve a 20-second success penalty at their pitstop after the car's victory last time out at Silverstone.

SAVAGE'S THRUXTON CRASH

Caterham Sigma 150 driver Chris Savage fears his season may be over after a big crash in the opening race at Thruxton last weekend. Savage was clipped by another car on the first lap and flipped in the gravel. "The car is a mess – I think that's my season done, unfortunately," said Savage, who was unharmed in the incident. "It's Caterham racing. I could see it unfolding on my right, I've got nowhere to go on my left because it's full of cars, so it was like, 'let's just ride this out.'"

FIRST OUTING FOR BMW 700

Former Porsche Supercup racer Tom Sharp gave a debut to his 1959 BMW 700 at Lydden Hill last Sunday. Sharp, who has also competed in the Ginetta GT4 Supercup and Porsche Carrera Cup during his career before switching to historics in 2019, recorded a best result of sixth in the opening Jack Sears Trophy contest in the car (below).





The ups and ups of hillclimbing

The British Hillclimb Championship is enjoying a strong start to its season and there's one driver battling the top guns who has quite a story to tell

PAUL LAWRENCE

Just like many men in his position, Dr Graham Wynn OBE is a proud grandfather. He happily admits that he is 71 years old, and counting, and has nine grandchildren, and counting.

What marks Wynn out as a grandfather with a difference is that, every couple of weeks, he straps himself into a Gould GR59 and competes at the very top of British hillclimbing. With more than 600bhp on tap from the four-litre Judd V8 engine bolted into the back of the 420kg chassis, it is an absolute projectile and the cockpit is no place for the faint of heart.

Yet Wynn is happy to tell the story of how having to take a long hard look at his own mortality and surviving cancer has helped get him to where he is right now. And right now, he is learning and improving all the time as he chases coveted British Hillclimb Championship points and the possibility of a top 10 number for the 2022 season: the Holy Grail of the hillclimb world.

Wynn's early story is not that unusual in motorsport terms. In his late teens and early twenties he dabbled with rallying until marriage, mortgage and family came along and mopped up any disposable income. He carried on watching the sport but had to put away any thought of taking part.

Meanwhile, his business developed and he earned an OBE for

Before long, he decided that hillclimbing was what he wanted to do and commissioned Ian Dayson to build a Force sports-racing car, which was followed by a Force single-seater and then a Gould GR55. Two years ago, he raided the pension pot and ordered a brand-new Gould GR59 from Sean Gould for the final big step up the hillclimb ladder.

Aside from the obvious adrenaline rush of racing the car up narrow hillclimb courses, Wynn says that competing at this level brings additional benefits for an older driver. It is a big motivator to keep fit and drives him to the gym a couple of times a week. Regular sports massages are needed to deal with ongoing back issues and ensure that he can climb in and out the cockpit and actually drive the car.

The move to share the car this season with multiple champion Scott Moran was logical as Wynn has a wealth of experience and data, from the same car on the same day, to draw from. Trying to close the gap to Moran is another big target and that constant strive to improve is a key part of the package. Wynn knows that he's not going to win the championship and that his reactions are not as quick as someone like title contender Alex Summers, 40 years his junior.

Yet new personal bests and getting into the prestigious top 12 run-offs are attainable targets and he recently set a new PB for his home track of Loton Park. To date, he's qualified for the run-offs seven times in 15 rounds and sits just outside the top 10 scorers. Wynn is a firm believer in competing against himself and if the time is better, then he is going the right way.

He makes a big point about the camaraderie that underpins the fierce competition at the top of the discipline. Spending his weekends in good company with some lively banter is important and that's a big part of top-level hillclimbing. Sportsmanship and good humour are always at the forefront in this most accessible of sports.

This year, one of the most competitive in recent history, is coming down to being a straight fight between Wallace Menzies and Summers, who are frequently trading tiny fractions of a second. The contest between them is as absorbing as it is fierce, but no one should yet discount Gould, Moran and Trevor Willis with another dozen rounds of the 2021 schedule yet to run.

Indeed, the level of those at the top is a clear barometer that hillclimbing is thriving. Oversubscribed events and great competition across the classes show that all is rosy and a steady stream of newcomers are joining the classes that are designed to accept road cars with the minimum of changes.

Like so many others, Wynn is enjoying his hillclimbing – and that's quite a journey from a 50/50 cancer prognosis. ✎

“Camaraderie underpins the fierce competition at the top of the discipline”

services to road safety but in 2005, aged 55, everything was turned upside down when he was diagnosed with colon cancer. Major surgery followed but then the cancer was found in his lymph glands and seven months of chemotherapy was needed to give him a sporting chance of beating the disease.

To occupy his time during treatment, Wynn watched some motorsport events and decided he wanted to return to competition if he could. He convinced his wife Jenny that if he could get a 50/50 prognosis, then he was going to beat it and restart in motorsport. And that's just what happened when he was able to get his competition licence granted in 2007. He started with a spaceframe Z Cars Mini in Sports/Saloons races, but then one day took the Honda VTEC-engined car to his local hillclimb at Loton Park.

Menzies took a win at Barbon Manor and Harewood, before rain stopped play



HILLCLIMB RESULTS

ROUND 13 (BARBON MANOR)

1 Wallace Menzies (3.3 Gould-Cosworth GR59M) 20.72s; 2 Alex Summers (2.65 DJ Firestorm-Cosworth) 20.86s; 3 Trevor Willis (3.2 OMS-RTE 28) 21.21s; 4 Sean Gould (4.0 Gould-Judd GR59JB) 21.45s; 5 Scott Moran (4.0 Gould-Judd GR59J) 22.01s; 6 Eynon Price (1.6 Force-Hayabusa TA) 22.17s; 7 Dave Uren (3.5 Gould-NME GR55B) 22.28s; 8 Paul Haines (1.3t Gould Suzuki GR59) 22.93s; 9 David Warburton (1.6 Gould-Suzuki GR59) 23.24s; 10 Lee Griffiths (1.7 OMS-Suzuki 25) 23.25s.

ROUND 14 (BARBON MANOR)

1 Summers 20.26s; 2 Menzies 20.49s; 3 Gould 20.66s; 4 Willis 21.07s; 5 Uren 21.18s; 6 Moran 21.53s; 7 Warburton 21.72s; 8 Griffiths 22.34s; 9 Olivia Cooper (1.3 Force-Hayabusa TA) 22.64s; 10 Simon Moyse (1.3s Gould-Suzuki GR59) 22.68s.

ROUND 15 (HAREWOOD)

1 Menzies 47.99s; 2 Summers 50.49s; 3 Richard Spedding (1.3s GWR Raptor-Hayabusa 2) 51.21s; 4 Moran 51.28s; 5 Price 52.86s; 6 Andy Greenen (1.1 Empire-Hayabusa Evo2) 53.15s; 7 Allan Warburton (1.6 Gould Suzuki GR59) 53.21s; 8 Harry Pick (1.7 OMS-Hayabusa 28) 53.64s; 9 D Warburton 53.76s; 10 Liam Cooper (1.3 Force-Hayabusa TA) 55.42s.

POINTS

1 Menzies 142, 2 Summers 137; 3 Gould 100; 4 Moran 93; 5 Willis 83, 6 Uren 45

Northern delights for Menzies and Summers in hillclimb bouts

**BARBON MANOR AND HAREWOOD
BRITISH HILLCLIMB
3-4 JULY**

Once again, Wallace Menzies and Alex Summers emerged level after another ferociously competitive event on the 2021 British Hillclimb Championship schedule.

On the short, sharp and sometimes bumpy Barbon Manor hill on the edge of the Pennines, they ended Saturday with a win and a second each after a thrilling contest.

The morning was grim as heavy rain hit practice and left everyone struggling for grip. Thankfully, by the time the first class runs came around, the track was dry, and the competition became intense. Menzies set the pace in the opening run-off to take maximum points with an attacking 20.72s but Summers ran him close with a 20.86s charge and served notice that this was not all over yet.

Behind them, Trevor Willis, Sean Gould and Scott Moran were all stunningly quick to head the pursuit, but ultimately this was another day in the Menzies versus Summers battle of 2021.

As conditions continued to improve and

drivers got back into the groove on a hill they'd not seen for two years, the second run-off was even tighter. Summers dug deep and laid it all on the line to slice six tenths from his first run-off time. He took victory with a sensational 20.26s, which was just 0.18s shy of Jos Goodyear's six-year-old hill record. Menzies chased hard and pared his time to 20.49s, but it was Summers who claimed the second set of maximum points as they ended the day level.

"Wow," said Summers. "That last run — that was it. I was nearly flat through Turn 2. Wallace is driving so well. It's just a great thing to be a part of and we're pushing each other and that's how it should be: two completely different cars, two different drivers."

Showering sparks from the underside of his GR59, Gould found a big chunk of time to get close to Menzies in third with a 20.66s climb, with Willis, Dave Uren and Moran packing out the top six.

In the morning rain, the prospects of some giant-killing seemed high, but the dry afternoon cost the smaller-engined pack a chance of causing a major upset. However, the hard-charging pair of Eynon Price and David Warburton each bagged a top seven finish in their 1600cc battle, though Price didn't make the second run-off after spinning at the Hairpin in the second class runs. Meanwhile, Olivia Cooper earned acclaim with a mighty performance to get her 1340cc Force into the run-off points.

The following day, it all happened again across the Pennines at Harewood with another double-header. Sadly, ever-worsening weather conditions made the first run-off something of a lottery and the meeting was abandoned before the second.



Summers set quickest time at Barbon Manor to keep pressure on Menzies

Through it all, Menzies was superb and won by a whopping 2.5s as Summers rescued an important second after only just making the cut in the class runs. Menzies needed all his car control to take a fine win and Summers will be relieved to have salvaged second place and drop only one point to his title rival.

Gould missed the cut but Richard Spedding finally got into the mix after being dogged by engine dramas all season and grabbed third from Moran, as Price and Andy Greenen stormed into the top six.

PAUL LAWRENCE

Euro NASCAR back at Brands for SpeedFest

BRANDS HATCH
MSVR AMERICAN SPEEDFEST
3-4 JULY

Loris Hezemans was living the American Dream at Brands Hatch as he extended his points lead in the Euro NASCAR Series when the championship made its long overdue return to the Kent circuit.

The series headlined the popular American SpeedFest event – back after a COVID-19 induced hiatus in 2020 – with Hezemans entering the meeting having won both races at the opening Valencia round.

His winning ways continued at Brands, but he had to settle for second best in the opener as three-time and reigning champion Alon Day took a lights-to-flag victory aboard his CAAL Racing-run Chevrolet Camaro. The Israeli was never headed in the 38-lap encounter on the Indy Circuit, comfortably beating Hezemans as Nicolo Rocca completed the rostrum.

Hezemans, the 2019 champion, started Sunday's race from pole courtesy of a fastest lap in the opening contest but, while race one had run caution-free, a number of safety car periods kept the Dutchman on his toes at the two-by-two restarts.

His life was made easier when Day, who had shadowed him throughout, ran wide and through the Paddock Hill gravel on the second restart before spinning at the same spot a lap later and retiring. This promoted Day's team-mate Gianmarco Ercoli into second as Sebastiaan Bleekemolen took the final podium spot after a superb rise through the order having started eighth. Briton Alex Sedgwick gave the home crowd something to cheer about as he took fifth in his Camaro having retired from the opening race (see News).

In Euro NASCAR 2, for amateur and gentleman drivers, Advait Deodhar took his maiden win in the category having withstood race-long pressure from Tobias



Dauenhauer. The latter made sure of victory in the second race, getting a perfect launch from the outside of the front row to take the lead. Deodhar was second until, with three laps to go, he slid wide at Graham Hill Bend having come under immense pressure from Simon Pilate. Former British Touring Car Championship driver/team owner Shaun Hollamby, appearing in the series again after making his debut in 2019, took sixth and won his class.

The proverb 'the cream always rises to the top' was an apt description of Miles Rudman's progress in the Legends bouts, as the 2019 champion took three victories across the weekend's six races, as well as a further two podiums.

Saturday proved to be his most successful day, taking victory in heat one – having got into the lead by the end of the opening lap from fifth – before winning the final after another imperious display from the rear of the field.

He had almost made it a hat-trick, having just been outdragged to the line by Chris Needham for second by 0.052 seconds in heat two, which turned into the battle for

the win when on-the-road victor and main title rival John Mickel was disqualified having been deemed at fault for a multi-car crash on a safety car restart (see News).

Rudman won Sunday's opening heat from Mickel after the race was suspended for a hefty crash along the start/finish straight, before Will Gibson came out on top in the second heat. Mickel ended the weekend with a win in the final, as Rudman once again took another rostrum in second.

Three Bernie's V8 races produced a trio of winners, with the Aston Martin Vantage of Sam Wilson heading home class A winner James Plant (Austin Healey 106) and Michael Saunders (Ford Escort Mk1 Mexico) in the opener.

On a damp track, Saunders produced the goods in race two after a lengthy safety car period followed an opening-lap crash for Simon Lane's Chevrolet Camaro on the climb towards Druids. Plant came out on top of the partially reversed grid third race, which was held in the dry.

Reigning Pickup Truck champion George Turiccki had another reason to celebrate other than his 30th birthday, as he took victory in the second race, having taken the lead into Druids on lap four of 18. Mark Willis had won earlier.

The on-the-road podium of Steve Burrows, Malcolm Blackman and Lewis Smith were all disqualified from the second Intermarque Silhouettes race after overtaking under yellow flags, handing the win to Ray Harris, while multiple champion Blackman took the spoils in race one.

STEFAN MACKLEY



ALL PHOTOGRAPHY: HAWKINS



motorsport.tv

Relive the Euro NASCAR races at Motorsport.tv



Hezemans (left) and Day shared the Euro NASCAR wins at Brands Hatch

WEEKEND WINNERS

NASCAR EURO SERIES PRO

Race 1 Alon Day (Chevrolet Camaro)

Race 2 Loris Hezemans (Ford Mustang)

NASCAR EURO SERIES 2

Race 1 Advait Deodhar (Ford Mustang)

Race 2 Tobias Dauenhauer (Ford Mustang)

LEGENDS

Races 1, 3 & 4 Miles Rudman

Race 2 Chris Needham

Race 5 Will Gibson

Race 6 John Mickel

PICKUP TRUCKS

Race 1 Mark Willis

Race 2 George Turiccki (below)

BENNETT'S V8

Race 1 Sam Wilson (Aston Martin Vantage)

Race 2 Michael Saunders (Ford Escort Mk1 Mexico)

Race 3 James Plant (Austin Healey 106)

INTERMARQUE SILHOUETTES

Race 1 Malcolm Blackman (Vauxhall Tigra)

Race 2 Ray Harris (Ginetta G40r)

FORMULA 5000

Races 1 & 2 Greg Thornton (Chevron B24)



For full results visit: tsl-timing.com

THREE IS THE MAGIC NUMBER

Thornton, Campfield and Glover put on a thrilling spectacle for the fans



It may have produced the smallest grid across the weekend with only nine cars entered, but both Formula 5000 races were enthralling contests as three drivers battled for outright victory.

Greg Thornton in his ex-Peter Gethin Chevron B24, which won the 1973 Race of Champions at Brands Hatch, triumphed in both but was made to work hard on each occasion by Neil Glover (Chevron B37) and Marc Campfield (Chevron B24).

Thornton had only been able to qualify third in a damp session, and it was poleman Glover who led initially from the rolling start before Campfield managed to get the drive out of Graham Hill Bend and completed the move into Surtees. The trio practically circulated as one, with the gap never exceeding more than a few seconds as backmarkers quickly came into play around the short and tight Indy circuit.

Thornton made the push for second at Surtees on lap six of 25 before eventually taking the lead from Campfield around the outside of Graham Hill Bend four tours later. Glover also soon found a way past and stuck to the rear of the B24 in front for the remainder of the race, while Campfield began to drop back as he struggled under braking – running slightly wide at Graham Hill on one occasion.

Thornton held on to win by just 0.278 seconds in a thrilling contest having put his alternative tyres to good use.

"We're running Hoosiers and everyone else is running Avons," he said. "They've just opened it up and Hoosier want to come in. They're F5000s, they come from America, that's the whole concept so for my mind they should be on Hoosiers."

"Hoosier have given us a tyre that's very, very hard. We're having to reinvent the wheel as to how to set the car up because the tyre is so hard you've got to make the car more compliant. We've had to soften off roll bars, we've put different springs on, we're running different tyre pressures than what we would with the Avons."

"For the first four or five laps it's just on marbles. Won't turn in, can't put the power down and then, once it all warms up, then you have a tyre that works. These tyres have done seven races and they still look like they've got a little life in them. You wouldn't get seven races out of a set of Avons!"

Any concerns that they might 'fall off the cliff' in race two didn't materialise, but he soon lost his pole advantage as he took the pain of getting them up to temperature.

Campfield led once more but the braking issues he suffered in race one appeared to materialise again, as he slid off into the Paddock Hill gravel before rejoining down in third and eventually losing touch with the leading pair.

Having moved into second, Thornton waited just one more lap before moving for the lead – starting the pass at Druids and completing it at Graham Hill. Another win was the perfect result ahead of his plans to compete with the car in the US later this month at Watkins Glen.

STEFAN MACKLEY



F5000 machines made an impression



Woolmer's Courier service delivers fastest in GTS

CASTLE COMBE
CCRC
3-4 JULY

Three young drivers at the top of their game, cornering different BMW B-series-engined GT cars of the 1960s beyond the limits of tyre adhesion and retrieving their pendulous tails from outrageous angles, in Sunday's Equipe GTS race left onlookers agog as a highlight of the Classic and Retro Race Weekend. That Richard Woolmer had hustled veteran Richard Knight's Elva Courier from the back of the grid to win was remarkable, but early pacemakers Lee Atkins (TVR Grantura 1800S) and Tom Smith (MGB) put up exceptional fights.

Former single-seater racer Atkins and MG specialist Smith, the first two in Saturday's stanza (ahead of Neil Merry's Alfa Romeo GTA), both spun under pressure – at Camp and Quarry respectively – but finished second and third. "That was my first Equipe win,"

said Woolmer. "Gap after gap opened up for me [at the start] and the racing between us was incredibly close."

Jamie Boot's neatly driven and deliciously sonorous TVR Griffith was unstoppable in Equipe Libre. Behind him, there were powerslides galore in Sunday's soggy leg as Mark Holme and James Haxton/Jack Rawles reversed Saturday's order, evoking memories of John Chatham and Stewart Hands wrestling red Healey 3000s here in 1967.

Formula Ford provided the best resident championship action. Oliver White continued his march towards the title, pipping Felix Fisher in the opener. The tables looked to have turned second time out when Fisher – White's only conqueror this term – pitted with a broken gear linkage, leaving White, Luke Cooper and Ben Mitchell circulating as one. Mitchell led onto the final lap, but White and Cooper imposed themselves to finish 1-2.

Saturday's superb Classic Touring Car Racing Club Historic Thunder race

featured Steve Putt and Andy Wilson flexing 14 litres of V8 muscle. Driving his extraordinary Mazda-Chevrolet RX-7 on the limit, Putt staved off Wilson's Holden Monaro until the penultimate lap, when one tyre-frying slide too many and broken rockers in his engine's valve train blunted it. Putt retired on Sunday, when Neil Philpotts sizzled after Wilson, having replaced his short-geared Mitsubishi Starion's clutch.

The Prebble brothers won twice apiece, Adam shading Gary in Combe Saloons until the latter's SEAT hit trouble. Having glued himself to the bootlid of Adam's Vauxhall Astra turbo in Sunday's opener, Gary limped home second when a driveshaft popped. He replaced it, but the rampant Spanish bull's gearbox mounting failed in race two. Already 2021's first repeat round winner, Adam thus made it three easily. Points leader James Keepin (MG ZR) maintained his unbeaten class record and was rewarded with second overall, having repassed the rapid Ben Hindle's Vauxhall Corsa.

Prebble Major's successes came in the CTCRC's Pre-93/03 races in which he beat AJ Owen's newer Honda Civic Type R and the BMW M3s of Kevin Willis and Ian Bower each day. Saturday retiree Don Hughes shot his Peugeot 306 from the back to fifth on Sunday.

The Pre-'66 and '83 set brought different winners. Denied victory by electrical gremlins on Saturday, former Clubmans racer Mike Luck (BMW E21 320) won Sunday's entertaining wet salvo, trumping day one winner Simon Jeffs (VW Golf GTI) by 0.280s. Marks Lucock and Osborne scrapped over third in Ford RS2000 and Triumph 'Dolly' Sprint respectively.

Whining supercharger akimbo, Tom



ALL PHOTOGRAPHY: JONES

WEEKEND WINNERS

EQUIPE GTS**Race 1** Lee Atkins (TVR Grantura 1800S)**Race 2** Richard Woolmer (Elva Courier)**EQUIPE LIBRE****Races 1 & 2** Jamie Boot (TVR Griffith)**CCRC FORMULA FORD****Races 1 & 2** Oliver White (Medina JL17K)**CTCRC BOSS/THUNDER****Races 1 & 2** Andy Wilson (Holden Monaro)**CCRC SALOON CARS****Races 1 & 2** Adam Prebble (Vauxhall Astra turbo)**CTCRC PRE-'93/'03 TOURING CARS****Races 1 & 2** Gary Prebble (Honda Civic)**CTCRC PRE-'66/'83 TOURING CARS****Race 1** Simon Jeffs (VW Golf GTI Mk1)**Race 2** Mike Luck (BMW E21 320)**CTCRC JAGUAR SALOON & GT****Races 1 & 2** Tom Robinson (Jaguar XJR6)**CCRC HOT HATCH CHALLENGE****Races 1 & 2** Tim Adams (Honda Civic)**CCRC GT****Races 1 & 2** Oliver Bull (Vauxhall Tigra-Ford)**CCRC SPORTS RACING****Races 1 & 2** Graham Charman (Juno-Ford TR300)For full results visit: tsl-timing.com

Robinson won the Jaguar races, but James Ramm's recovery from a soft barrier-nudging off at Old Paddock to third, rounding Mike Holt (X300) at Camp on the last lap, was Sunday's talking point. Ramm and Colin Philpott (XJSs) pursued Robinson on Saturday.

Tim Adams qualified his Civic on Combe Hot Hatch pole and blitzed allcomers. Closest rivals Craig Tomkinson (Vauxhall Nova) and race one runner-up Chris Southcott (Peugeot 205) broke their steeds trying to keep up, promoting Mark Wyatt (Vauxhall Astra) and Will Self (205) to the second virtual podium.

Despite a rear tyre deflating on lap three in qualifying, Oliver Bull again dominated the GT races. Tony Bennett (Caterham R300) and Dominic Shepherd, in his rakish Nissan-powered Mitjet Audi clone, went after the Vauxhall Tigra, Shepherd regaining third after a spin at Quarry in race two.

A rare Castle Combe Racing Club Sports Racing event attracted slim support, but Graham Charman aced its wet and drying halves, cutting a 1m05.982s (100.93mph) best lap in the finale in his Juno. Novice Andy Fido (Radical SR3) chased gallantly.

MARCUS PYE

FINBURGH'S LOLA DEBUT Having shared Ben Adams's Lola Mk1, winner of the final race of Goodwood's contemporary era in 1966 with Dickie Le Strange Metcalfe up, and which his family Historic Automobiles team prepares, Nick Finburgh debuted his sister car with sixth place in Saturday's Equipe Libre event. Brainchild of Eric Broadley, chassis BY-1 was the first Bromley-built production car, crashed in period. This was the first outing for eight years for the 1216cc Climax-engined machine.



LACKFORD'S COMBE FAREWELL Sunday's Sportscar races were an unmissable opportunity for Norman Lackford, 78, to compete at his favourite stamping ground for the last time, Castle Combe becoming his local circuit when he relocated to Cornwall. His 'Cadbury's Wispa purple' Prosport broke a driveshaft in qualifying, damaging a suspension upright, which caused brake issues. 'Stormin Norman' intends to race at Donington Park, then Silverstone before hanging up his helmet.



THE KNIGHT'S ELVA TALE Veteran Richard Knight finished fifth in Saturday's Equipe GTS opener, driving the 1850cc BMC B Series-engined Elva Courier, which Rich Woolmer took over on Sunday. Brothers Richard and Mike – sons of Bill Knight, who founded the famous Winfield Racing Drivers' School, and the K in the MK prefixes of chief mechanic Tico Martini's eponymous race cars – started racing in the 1960s. They won their class in the 1971 Targa Florio and raced at Le Mans in 1975.

Frantic action in Caterham Seven UK races

SILVERSTONE
BARC
3-4 JULY

Spectators at Silverstone were treated to a trio of fabulous races in the Caterham Seven UK Championship last weekend, with a different victor in each of the three 20-minute slipstreaming battles.

Polesitter William Smith won the first race, but it was anything but lights to flag, with upwards of half a dozen cars exchanging the lead for much of the race. Smith's win wasn't settled until the cars had made it through Woodcote for the last time, and the podium finishers were covered by less than 0.2 seconds. Henry Heaton, who started 10th after a wet qualifying, finished second, just 0.02s away from victory, ahead of Gordon Sawyer.

Sawyer broke away from the field in the second race, held in extremely wet conditions, and finished over 3s clear of Smith, who had a race-long scrap with third-place finisher Stephen Nuttall.

The top 10 circulated closely in the third race, the order changing from corner to corner in typical Caterham fashion. But on lap seven of nine, a



Sawyer was one of three different winners in the top Caterham category

moment at Club for Heaton and James Murphy narrowed down the lead scrap to a dice between Nuttall and Smith. Nuttall ultimately took the spoils with a controlled drive, as Smith frantically looked for a way by to no avail.

The Caterham Roadsport category also provided a showcase on the Grand Prix circuit, with Hugo Bush winning the first race after holding off four other cars for much of the 20 minutes. Dominique Mannsperger worked even harder for his race win in the category's final run, in

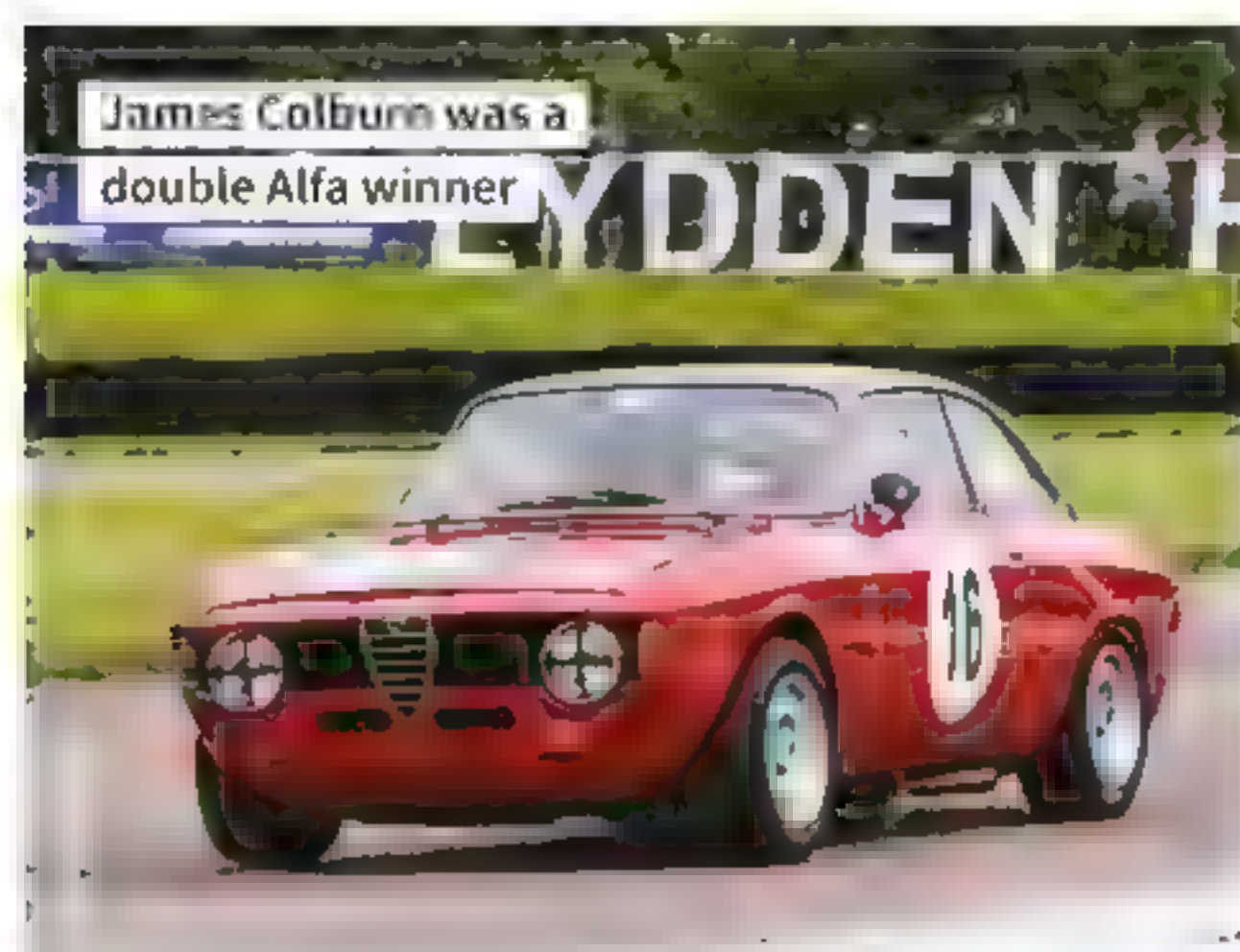
which the top seven finished within 2s. A superb last-lap battle between second-placed finisher Taylor O'Flanagan, Bush and the ever-spectacular Tom Cockerill ended with the three cars split by 0.1s, with Cockerill just missing out on a podium.

The first two-hour race for Britcar Endurance in several seasons featured drama galore, as numerous teams struggled with strategy, and many cars fell foul of an empty fuel tank out on track. The Powerhouse Performance Praga of Jack Fabby and Charlie Martin won the race on

Former rallycross stars battle in Minis at Lydden

LYDDEN HILL
HRDC
4 JULY

It was perhaps fitting that two drivers who made their names in rallycross should play starring roles at Lydden Hill's annual Histories On The Hill meeting last Sunday, with Nathan Heathcote and 2013 British Touring Car champion Andrew Jordan at the centre of some great racing.



Prospects for an exciting duel between the pair in the Jack Sears Trophy double-header heightened during qualifying. Both drivers traded fastest laps throughout the session, and it was 2017 British Rallycross champion Heathcote who narrowly grabbed the initiative in his Mini Cooper S, topping the times by just 0.267 seconds.

Jordan, whose extensive knowledge of the track dates back to his days in Junior Minicross, stormed into an early lead in his Austin Mini Cooper S at the start of race one after Heathcote made a sluggish getaway. The positions were reversed by Devil's Elbow, though, as Heathcote slung his Mini ahead to seize back the initiative.

In typical fashion, current Mini Miglia series leader Jordan continued to push hard, but Heathcote pulled out enough of a gap to avoid having to drive defensively en route to victory. Behind the top two, Dan Lewis brought his Mini home third, while Gerard Buggy took fourth in his Lotus Ford Cortina after muscling ahead of the Austin A40

Speedwell of Richard Postins at North Bend.

Jordan harried Heathcote even harder in the second encounter as they indulged in another close lead tussle. Jordan locked his brakes on a few occasions at Devil's Elbow in his attempts to force an opening, while Heathcote was grazing the edge of the track in an attempt to maintain his advantage. The battle made for some spectacular viewing, but the order remained unchanged right up to the flag.

Jordan's father Mike used the same car as his son for the two Allstars races, but Ben Colburn proved unbeatable in his Lenham GT Sprite. A double winner in this event last September, the former Junior Saloon Car champion repeated the feat with two faultless drives. A rapid start helped Jordan Sr claim second in the opener, while Andrew Prill took third in his Pandora SP, having passed the slowing BMW 1800 TiSA of Tom Sharp at Paddock on the third lap.

Fortunes for Prill and former Porsche Supercup racer Sharp were reversed in race



the road, before a 34s penalty was applied because the team had failed to serve a 4s stop/go penalty for a short pitstop.

This promoted the CW Performance Praga of Richard Morris and Christopher Wesemael to victory, while the Tim Gray Motorsport R1T of Richard Wells and Alex Kapadia came home third, despite spinning several times during a cloudburst in the first half hour. The Motus One McLaren of Dave Scaramanga and Will Powell collected the Britcar Endurance honours, the Johnny Mowlem/Bon Grimes Ferrari won Class 3,

while a trouble-free drive for Nicole Drought and Danny Krywyj enabled their Motus One Hyundai to claim Class 4.

The Datum Motorsport Ginetta of Axel van Nederveen and Adriano Medeiros took both Britcar Trophy wins, while Nigel Innes's BMW E36 M3 collected two Racing Saloons victories. Martyn Walsh and Simon Hill shared the spoils among the regular championship runners in Production GTI, which shared a grid with Racing Saloons.

ADAM WELLER



two. A slow getaway contributed to Prill falling to fifth in the end result, while Sharp powered through from last to third behind Jordan and the victorious Colburn.

Another driver hoping for better luck was Chris Snowdon in the Classic Alfa Challenge after throttle issues had hampered his efforts in this event in 2020. Armed with a new gearbox in his Alfetta GTV, Snowdon made a blistering start to lead the Giulia Sprint GT of poleman James Colburn into Pilgrims on the opening lap. Colburn regained the advantage at Devil's

Elbow seconds later, before the race was halted following an incident for Frank Horsfield (Giulietta) at Chesson's Drift.

Snowdon grabbed the lead again at the restart, but hopes of victory disappeared when he was forced to make an unscheduled stop to secure a loose door. He charged back to fourth, while Colburn took the flag from the spectacular Alex Jupe (Alfetta GTV).

Colburn won race two from younger brother Ben (1750 Berlina), who had relieved Jupe of second on lap 13 of 17.

MARK LIBBETER

WEEKEND WINNERS



SILVERSTONE

CATERHAM SEVEN VX

Race 1 William Smith

Race 2 Gordon Sawyer

Race 3 Stephen Nuttall

CATERHAM ROADSPORT

Race 1 Hugo Bush

Race 2 Dominique Mannsperger

BRITCAR ENDURANCE & PRAGA

Richard Morris/Christopher Wesemael (Praga R1)

BRITCAR TROPHY

Races 1 & 2 Axel van Nederveen/Adriano Medeiros (Ginetta G56A)

RACING SALOONS & PRODUCTION GTIs

Races 1 & 2 Nigel Innes (BMW M3 E36, above)

CATERHAM ACADEMY

Geoff Newman

CATERHAM SEVEN 270R

Races 1 & 2 Tom Wylls

CATERHAM SEVEN 310R

Races 1 & 2 Lewis Thompson

LYDDEN HILL

JACK SEARS TROPHY

Races 1 & 2 Nathan Heathcote (Mini Cooper S)

ALLSTARS

Races 1 & 2 Ben Colburn

(Lenham Sprite GT, below)

CLASSIC ALFA CHALLENGE

Races 1 & 2 James Colburn

(Alfa Romeo Giulia Sprint GT)



For full results visit: tsl-timing.com



Smith was almost unbeatable as British Truck Championship visited Thruxton

Fantastic four for reigning champion Smith

THRUXTON
BARC
3-4 JULY

The British Truck Racing Championship descended upon Thruxton for the second round of the season, and reigning champion Ryan Smith made the most of the trip to Hampshire, winning four out of the five races held across the weekend.

Smith started the opening race of the weekend from third on the grid, after having a number of lap times good enough for pole deleted due to breaching track limits, but he made his way through the order with relative ease, passing Stuart Oliver for the lead on lap three. He then went on to win the second race of the day, which ended early after Mark Taylor crashed into the tyre wall at the chicane on the seventh lap,

causing fluid from his radiator to leak out.

Smith couldn't maintain his unbeaten run on Sunday, though, with John Newell claiming a fantastic victory in race three. After starting from pole, Newell managed to break clear from the pack early on and, with the rest of the field unable to get back into his slipstream, he built up a gap to finish 6.4 seconds ahead of second-placed Oliver.

Smith then got back to winning ways

Fatal Citroen C1 crash casts shadow over Snetterton event

SNETTERTON
BARC
3-4 JULY

James Lay managed to topple the so-far-unbeaten Radical SR1 Cup leader Will Hunt, before doubling up after his maiden victory in the opener, but the Snetterton meeting was sadly overshadowed by a fatal accident in the second C1 Challenge contest.

SR1 poleman Lay led race one from the start, with Hunt soon losing ground from an initial second when Mackenzie Walker and Dean Warriner demoted him. Following a safety car restart, Warriner ran wide at Riches, taking Walker with him, before Hunt dived down the inside of Frazer McFadden at Riches on the final tour to reclaim second.

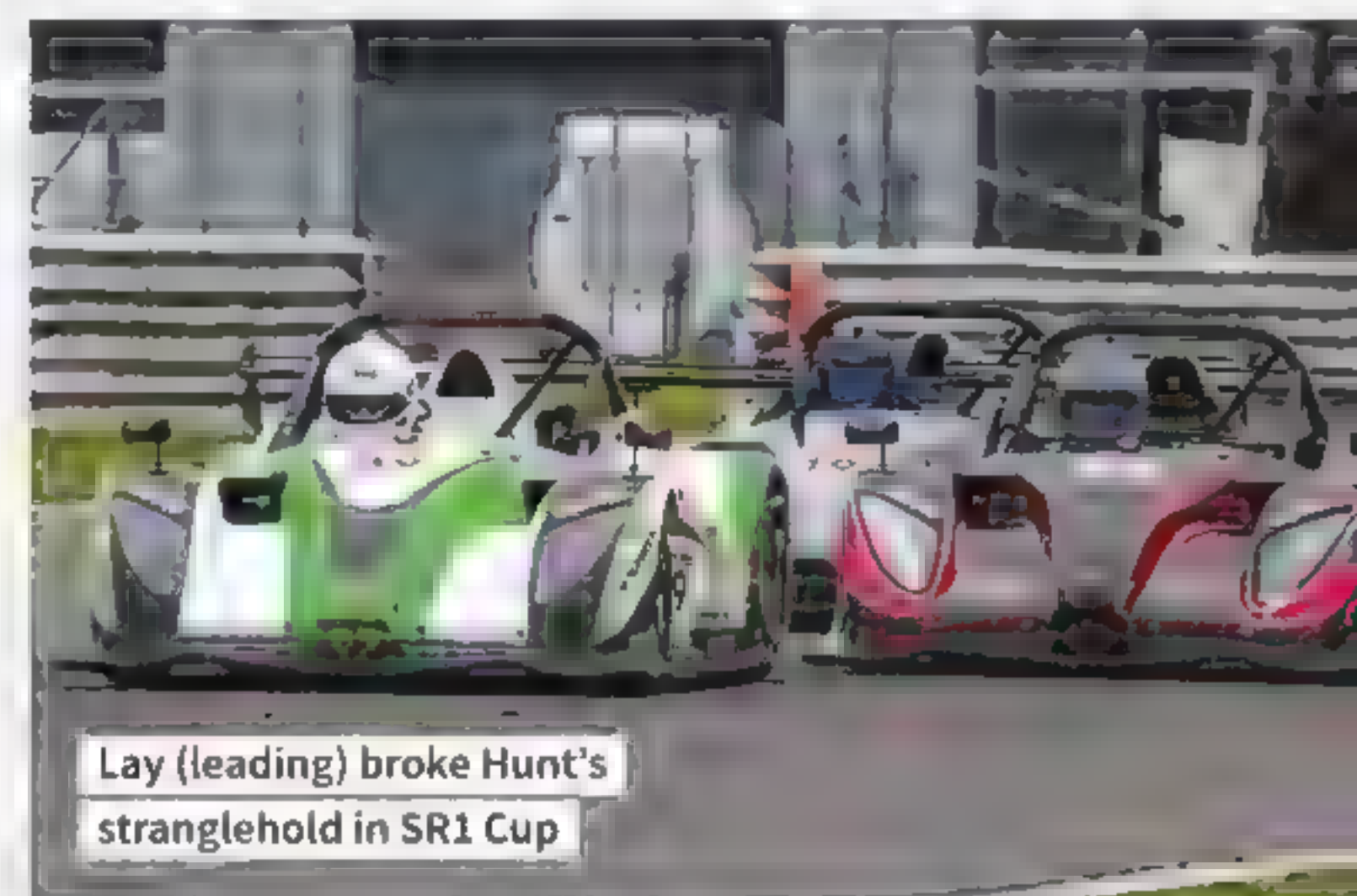
It was Hunt who made the best start in race two, but he couldn't get away

from Lay's pressure. With Hunt going deep at the Wilson Hairpin four laps from home, Lay seized his chance for win number two, with Walker a solitary third.

There was another double winner in Junior Saloon Cars with points leader Charlie Hand reigning supreme. It was a dominant lights-to-flag victory in race one, after shaking off Aaron Walker's initial threat. Ruben Hage claimed a late second when Walker's engine went sick.

Walker managed to oust Hand from the race two lead through Oggies on the second lap, before Hand and Harvey Caton went past into Wilson a lap later. Hand then went clear to claim his second win in a red-flag-shortened race, while Walker managed to reclaim second from Caton, who then also lost third to Oliver Cottam.

Matt Bell was never headed as he secured a winning treble in the Radical Challenge to consolidate his championship lead. A crank



sensor lost Jerome de Sadeleer second place in race one, promoting Jason Rishover, who successfully kept Mark Richards at bay.

There were only four racing laps in race two when, after a second safety car intervention, it was red-flagged. Bell led de Sadeleer throughout, with Rishover third.

Bell's hat-trick came with a 30-second plus victory in the Enduro race after de Sadeleer had again led the chase until slipping back to fifth in the final laps with brake problems. Chris Preen claimed a solid second, with John Macleod a late third.



in the final two races of the afternoon, although race four was cut short when the red flag was brought out in the final few minutes due to a tyre barrier ending up on the circuit after contact.

Jamie Ellwood secured a double podium result in the Caterham Sigma 150 category. He won a chaotic first race, in which Chris Savage had a big crash at the Complex on the opening lap, from seventh on the grid. Savage was clipped by another car coming into the braking zone, and his Caterham rolled onto its side before going completely upside down when the car made it to the gravel trap. It took the marshals several minutes to extract him from the vehicle, but Savage got out without injury and the safety car returned to the pits for a final four-lap dash to the finish.

Ellwood backed up his win with a third place in race three for Sigma 150/Sigma 135 competitors. He led in the early stages,

before Jamie Winrow went on to win. Harry Senior won the combined SigMax/Sigma 135 contest, while Winrow's brother Ben won the combined non-championship affair.

The Mighty Minis were also in action, with Greg Jenkins and Steven Rideout collecting the victories. Jenkins had started on pole for race one, but he fell behind Mark Ditchburn on the opening lap. Shortly after that the safety car was called out for a crash at the chicane and, when the race restarted, Jenkins managed to get the jump on Ditchburn and held on to win by 0.8s over Stuart Coombs.

It was a dominant weekend for Alex Cursley in the Hyundai Coupe Cup. He went fastest in qualifying by more than 0.7s and went on to take lights-to-flag victories in both races, winning the first race by over 13s after second-placed Wayne Rockett was disqualified.

ROB HANSFORD



With early leader Michael Pensavalle retiring after three laps, James Card took a comfortable victory in the first Kumho BMW race. A spin at Nelson in race two lost Card the lead on the first lap, with Brad Sheehan taking a clear win. Pensavalle and Michael Vitulli took second and third respectively after Bryan Bransom spun on the wet track and retired.

Citroen C1 24-hour race victors Stephen James/David Meenan (Hybrid Tune-Full Circle Racing) proved to be in winning form again, leading the first 13 laps before Patrick

Scharfegger's CSC Motorsport car got by. But Hybrid were in charge again for the final hour, taking victory by 31.608s from Scharfegger/Steve Beswick, with Quattro Formaggio's Alistair May/Chris Parkes third.

The second race was red-flagged with 40 minutes left on the clock after the tragic accident. Parkes had just pitted from the lead to hand the Quattro Formaggio car to May at the time of the stoppage (see News).

PETER SCHERER

WEEKEND WINNERS



THRUXTON

WATER TRUCKS

Races 1, 2, 4 & 5 Ryan Smith

Race 3 John Newell

CATERHAM GRADUATES

Race 1 Jamie Ellwood (Sigma 150)

Race 2 Harry Senior (SigMax)

Race 3 Jamie Winrow (Sigma 150)

Race 4 Ben Winrow (SigMax)

MIGHTY MINIS

Race 1 Greg Jenkins (Super, above)

Race 2 Steven Rideout (Super)

HYUNDAI COUPE CUP

Races 1 & 2 Alex Cursley

MARC RED

Races 1 & 2 Jamie Sturges (SEAT Leon TCR)

MG OWNERS' CLUB

Race 1 William Sharpe (MG ZR)

Race 2 Fergus Campbell (MG ZR 170)

WELSH SPORTS & SALOONS

Races 1 & 2 Chris Everill (Ginetta G55)

SNETTERTON

RADICAL SR1 CUP

Races 1 & 2 James Lay

JUNIOR SALOONS

Races 1 & 2 Charlie Hand (below)

RADICAL CHALLENGE

Races 1, 2 & 3 Matt Bell (SR3)

KUMHO BMW

Race 1 James Card (E46 M3)

Race 2 Brad Sheehan (E46 M3)

C1 CHALLENGE

Race 1 Hybrid Tune-Full Circle Racing
(Stephen James/David Meenan)

MAX

Race 1 Jonathan Halliwell (MX-5 Mk4)

Race 2 Paul Roddison (MX-5 Mk4)



For full results visit: tsl-timing.com

Nearys share GT Cup wins with Igoe/Keen after pitstop issue

OULTON PARK
MSVR
3 JULY

Richard and Sam Neary's successful GT Cup season continued with their eighth win of the campaign at Oulton Park, but an issue in the pits cost them a chance of completing the double.

On a drying track, Richard Neary built a 16-second lead in his Team Abba Racing-run Mercedes-AMG GT3 over WPI Motorsport's Michael Igoe in the opener. The advantage was maintained after Neary Jr took over at the mandatory pitstop, but a jack failure forced him to

remain on wet-weather tyres. Phil Keen, who switched to slicks as he took over from Igoe in the Lamborghini Huracan GT3, took advantage by eradicating the deficit within five laps, before taking the lead on the outside of Shell Oils Hairpin and romping home to victory by 40s. Grahame Tilley and Sennan Fielding recovered from 11th to finish third in a Nissan GTR GT3.

The battle for the win in the second race was again fought out between Team Abba and WPI, though this time under sunny skies. Neary Sr and Igoe were nose-to-tail in the first stint after passing polesitter Lucky Khera – who switched from a Lamborghini GT3 car to a Ferrari 488 GTC machine before the meeting – on the opening lap.

A success penalty during the pitstop left Keen with 5s to make up. He closed to within 1s of Neary Jr in the closing stages, but a pitlane speeding penalty allowed the Mercedes a clear run to victory. Ross Wylie passed Fielding in the closing stages to claim third for himself and team-mate Paul Bailey in a Brabham BT62, making its second appearance in the championship.

Fortunes were very different for another father-and-son combination in the Porsche Club Championship. James Caley led early

on in the first encounter from pole, while son Bill was left stranded on the grid in the Boxster S class with an alternator problem. Caley Sr was then denied a potential first win of the season when his car lost power, allowing reigning champion Simon Clark to triumph for a fourth time this year ahead of Peter Morris and Jake McAleer.

Paul Simpson was involved in an early lead battle with Jesse Chamberlain in the Boxster S class but, after losing ground, dipped a wheel on the grass and spun into



Brilliant Benoy swings to the top with Imp

KNOCKHILL
CSCC
3-4 JULY

Considering the Hillman Imp used to be produced in Linwood, it was perhaps fitting that the model, in the hands of Simon Benoy, recorded its maiden victory in the Classic Sports Car Club's Swinging

Sixties Group 1 series on 'home' soil at Knockhill last weekend.

The CSCC's first trip to Scotland had a unique feel to it as the club used both the clockwise and anti-clockwise configurations of the Fife circuit, the move proving popular with teams and drivers alike.

The breakthrough first win for Benoy came on Saturday's 'normal' layout amid a

typical Knockhill downpour mid-race. This suited the Imp to a tee, and Benoy romped to victory by nearly 30 seconds from David Robb's Austin Mini. Benoy had catapulted off the line to seize the lead into Duffus for the first time from polesitter Richard Merrell, who kept up with the Imp until running into mechanical trouble with his Alfa Romeo Giulia GT after the mandatory pitstops. This left Benoy with a comfortable winning margin by the end, while the father-and-daughter partnership of Iain and Abigail Whitt drove an inspired race on full-dry tyres in the deluge to finish sixth.

Come Sunday, the field effectively had to learn a new circuit for the reversed-layout race. This was won on the road by the Whitts' MG Midget before they were handed a 30s penalty for going under the minimum pitstop time, giving another win to Benoy. Richard Rowlands and Alan Hassell led the early going in their Ford Cortina GT Mk1 and completed the podium.

Mark Campbell withstood a 40s success penalty in the anti-clockwise race to stroke his Triumph TR5 to two Group 2 victories, with Dean Halsey's Datsun 240Z just 0.397s





the barriers, causing an early end to the race. Chamberlain lost out to Toby Barlow and Matthew Kyle-Henney before the red flag, Barlow taking his second win of the season.

Clark took overall honours again in race two, with Jake McAleer beating father Mark to second. But there was more woe for Caley Sr, who suffered brake failure while running fifth, causing a late red flag. Kyle-Henney led home Chamberlain, Andy Muggeridge and Barlow in a close Boxster S contest.

Theo Edgerton and Jack Bartholomew

continued their battle in the Porsche Sprint Challenge, with Edgerton taking his second double win of the season. Poleman Bartholomew held off Edgerton for the majority of the first race before being overtaken with four laps remaining.

Edgerton dominated the second encounter from pole to lead home Bartholomew by four seconds. Ethan Hawkey took a podium finish, but still awaits an elusive victory.

STEVE WHITFIELD



adrift in an entertaining race two.

The pair of Tin Tops races could not have been more contrasting across the weekend, as Russell Thomson (Renault Clio Cup) and James Slater/Richard Harman (Honda Civic Type R) split the wins.

A late divebomb from Thomson on Harman at the Hairpin was the key to race one victory, eventually beating the Peugeot 106 GTI of Martin Addison by just 2.6s. Harman and Slater inherited the win in race two after a 60s penalty was handed to on-the-road victor Steve Simpson in his Peugeot 206 RC for speeding in the pits.

The first combined Future and Modern

Classics race ended in bizarre circumstances when on-the-road winner Billy Thompson was excluded for not taking his mandated pitstop. Polesitter Matt Holben led a TVR Tuscan Challenge 1-2, with Christian Douglas just 0.8s adrift at the flag.

Holben was victorious in the reversed-layout race too, but only after a fortuitous safety car intervention to retrieve Douglas's crashed car from the Hairpin gravel allowed him to take his 20s success penalty and rejoin in front of Adam and Jack Egar's Porsche 968.

Although the weekend was largely dry and warm, heavy rain affected both



OULTON PARK

GT CUP

Race 1 Michael Igoe/Phil Keen (Lamborghini Huracan GT3)

Race 2 Richard Neary/Sam Neary (Mercedes-AMG GT3)

PORSCHE CLUB

Races 1 & 2 Simon Clark (Porsche Cayman S)

PORSCHE SPRINT CHALLENGE GB

Races 1 & 2 Theo Edgerton

TRACK ATTACK RACE CLUB

Races 1 & 2 Robert Buckland (Renault Clio)

For full results visit: tsl-timing.com

KNOCKHILL

SWINGING SIXTIES GROUP 1

Races 1 & 2 Simon Benoy (Hillman Imp)

SWINGING SIXTIES GROUP 2

Races 1 & 2 Mark Campbell (Triumph TR5)

TIN TOPS/PUMA CUP

Race 1 Russell Thomson (Renault Clio Cup)

Race 2 James Slater/Richard Harman (Honda Civic Type R)

MODERN CLASSICS/FUTURE CLASSICS

Races 1 & 2 Matt Holben (TVR Tuscan, below)

MAGNIFICENT SEVENS

Race 1 David Watson (Spire RB7)

Race 2 Richard Carter (Caterham R300)

NEW MILLENNIUM/TURBO TIN TOPS/OPEN SERIES

Race 1 Stewart Robb (TVR Tuscan Challenge)

Race 2 Dave Griffin (BMW M3 E36)



For full results visit: smart-timing.co.uk

Magnificent Sevens races, with Sunday's second encounter ending under thunder and lightning. David Watson produced a masterclass in race one, winning by well over a minute in his Spire RB7, but spun out of a frenetic lead battle with Colin Watson in race two to end his hopes of a double. Richard Carter took the win after a 30s post-race penalty for Colin Watson.

Stewart Robb (TVR Tuscan Challenge) and Dave Griffin (BMW M3 E36) shared the wins in the combined New Millennium/Open/Turbo Tin Tops races.

STEPHEN BRUNSDON



WINNING AGAINST THE ODDS



W SERIES: DRIVEN TV DOCUMENTARY

Motorsport documentary series have seen a boom in popularity since the release of Formula 1's *Drive to Survive* in 2019 – FIA Formula 2 had

Chasing the Dream, MotoGP is getting its own Amazon series, and now W Series has *Driven*.

In the opening sequence, former F1 star David Coulthard, who chairs the championship's advisory board, says "it's time for women's motorsport", and this documentary showcases W Series as it embarks on its maiden season in 2019.

Through its six 30-minute episodes available on All 4, *Driven* gets behind the scenes of W Series, capturing the emotional highs and lows of its drivers, and the reasons why it is so crucial that it succeeds and continues to grow.

The first episode begins by introducing CEO Catherine Bond Muir, who dreamed up the series and gradually sees it come to fruition. She's one of the standout stars of the show, whose dogged determination to make W Series a success is clear.

Introducing viewers to a host of characters, including key investor and chairman Sean Wadsworth and racing director and former McLaren sporting director Dave Ryan, *Driven* takes viewers from W Series' inception through to the thrilling finale of season one at Brands Hatch in August 2019.

The 100 applicants from across the globe are

whittled down by a gruelling selection process to the 18 drivers who would line up on W Series' inaugural grid. The women come from a variety of backgrounds – NASCAR, Clio Cup, endurance racing – but all have their sights set on becoming the first woman in over 40 years to line up on the starting grid of an F1 race. From that first 100, 54 participate in a training camp in Austria before 28 progress to the next stage in Spain.

There's sweat, stress and tears, but what really shines through is not only their determination to succeed, but the way they band together despite the fact that they're actively competing against each other – at one point Jess Hawkins declares "we've been helping each other, which is how it should be really". Friendships blossom between the drivers, helping to mentor, support and encourage each other.

That's not to say they're not competitive. Tensions run high at the Circuito de Almeria during the second stage of selection, with spins and eight red flags prompting irritation among some of the more experienced and consistent drivers. And Emma Kimilainen is left furious after she's hit from the side by Megan Gilkes moments into the first race at Hockenheim, reigniting an old neck injury and putting her out of action for two races.

The stories of drivers such as Alice Powell, who abandoned her single-seater aspirations because of a lack of funding and instead took up working as a labourer with her father, showcase why W Series is necessary. The first-ever woman to score points in GP3 was forced out of a car for four years – something which was obviously difficult for her



to go through, especially when she describes seeing better-off people she'd beaten still racing – and W Series has given her another shot.

The emotional moments don't just come from the drivers, either. In one heart-wrenching scene in the first episode, Coulthard opens up about the death of his younger sister, who was an aspiring racing driver, and how it inspired his decision to become involved in W Series. Bond Muir, too, has tears in her eyes when she speaks of the feeling that "for such a long time, I didn't think [W Series] was going to happen, and then it did".

And who can blame her? What she has created is an incredible platform for women in motorsport, and one that could well produce the next female F1 driver. It's a staggering achievement to see it generate so much attention.

The series confronts its critics head-on, with one segment looking at various headlines about the sport "segregating" female drivers or being a "step backward". But anyone who is still critical of W Series, whatever the reason, should watch *Driven* and likely will find themselves proven wrong.

MEGAN WHITE

FINISHING STRAIGHT

WHAT'S ON

Formula E

Round 6/8

New York, USA

10-11 July

TV Live Eurosport 2, Sat 2100, Sun 1800
Available via BBC Red Button, iPlayer and BBC Sport website

European

Le Mans Series

Round 4/6

Monza, Italy

Livestream on Motorsport.tv, Sun 0940

Euroformula Open

Round 4/8

Hungaroring, Hungary

10-11 July

International GT

Open

Round 3/7

Hungaroring, Hungary

10-11 July

World Touring

Car Cup

Round 3/8

Aragon, Spain

10-11 July

ADAC GT Masters

Round 3/7

Zandvoort, Netherlands

10-11 July

Livestream on Motorsport.tv, Sat 1525, Sun 1520

Australian Supercars

Round 6/12

Townsville, Australia

10-11 July

TV Live BT Sport 2, Sat 0630, Sun 0530

NASCAR Cup Series

Round 21/36

Atlanta, USA

11 July

TV Live Premier Sports 2, Sun 2000



NASCAR Xfinity Series

Round 18/33

Atlanta, USA

10 July

NASCAR Truck Series

Round 14/22

Knoxville, USA

10 July

TV Live Premier Sports 2, Sat 0130

UK MOTORSPORT

Goodwood Festival of Speed

8-11 July

(see page 40)

Brands Hatch HSCC

9-11 July

70s Roadsports, Aurora, Classic Clubmans, Classic F3, Classic FF1600, Guards, HGPCA, Historic F3, Historic FF1600, Historic FF2000, FJunior, Historic Roadsports, Historic Touring Cars, Thundersports

Oulton Park VSCC

10 July

Allcomers, Pre-'66 GT Cars, Pre-War

Sports Cars, Vintage & Pre-'61 Racing Cars, VSCC Specials

Donington BRSCC

10-11 July

British F3, British GT, CityCar Cup, Ginetta Academy, Ginetta GT5 Challenge

Snetterton MSVR

10-11 July

Ferrari Challenge/Classic

Anglesey BRSCC

10-11 July

Fun Cup, Mazda MX-5s, Modified Ford Series, National FF1600, Northern FF1600/Super Classic, Superkarts

Cadwell Park MSVR

10-11 July

CNC Heads, Elise Trophy, Focus Cup, Lotus Cup, Mini Miglia, Mini Se7en, MSV Supercup, MSVR Allcomers, Sports 2000

British Rally Championship

Nicky Grist Stages
Builth Wells, Wales
10 July





WHAT COULD HAVE BEEN

When a career-changing move goes begging

MISSING A LOTUS F1 TEST

"You're kidding!" That was David Sears's reaction when his late father, ex-touring car hero Jack Sears, told him that Lotus boss Colin Chapman had been on the phone to invite Sears Jr to an upcoming December Formula 1 test at Paul Ricard.

It was early November 1979. Sears had won two of the UK's four major Formula Ford 1600 titles, and starred in the Festival at a soaking Brands Hatch. After victory in his heat and quarter-final, he spun in his semi when water got inside his visor. From 14th on the grid, he stormed to fourth in the final, and easily set fastest lap.

"Colin was impressed by that and he spoke to my dad," says Sears. "He used to come round to the farm for some shooting and dinner, and draw all these incredible things on a napkin – a microlite that would do 100mph and 100mpg, chassis for F1 cars and God knows what.

"The mother of my eldest said, 'You've done really well, you've had a good year, we're going to go on holiday', so we went to Kenya. That was in November, and we'd be back before the test."

That was the intention, only for Lotus to bring forward the test to November: "Blow me, the weather forecast turned bad for

December. In those days there were no mobile phones. Colin said 'Where's David?' to my dad, and my dad had no idea. Of course, I'm running down a sandy beach in Mombasa thinking I'm going to drive an F1 car, and by the time we got home the test had already taken place..."

A testing contract with Lotus was on offer. Nigel Mansell, who had already had an outing in the 79 (above) was one contender; Stephen South the other: "I'd said to Colin, 'Surely it's too early for me coming out of Formula Ford', and he said it is but he wanted to see how people at each level performed, and that's why he asked me from Formula Ford, Nigel from F3 and Stephen from F2. 'I'm not going to give you a race drive, but I can give you a testing contract'. Nigel was more experienced than me, and he'd studied engineering, and Colin recognised him as having a good engineering brain. That was the closest I got to F1 as a driver."

Sears, his successful Super Nova F3000 team established, did make it to F1 as a manager, including Juan Pablo Montoya and... Taki Inoue. "I think I deserve a bloody gold medal for that!" he jests.

MARCUS SIMMONS



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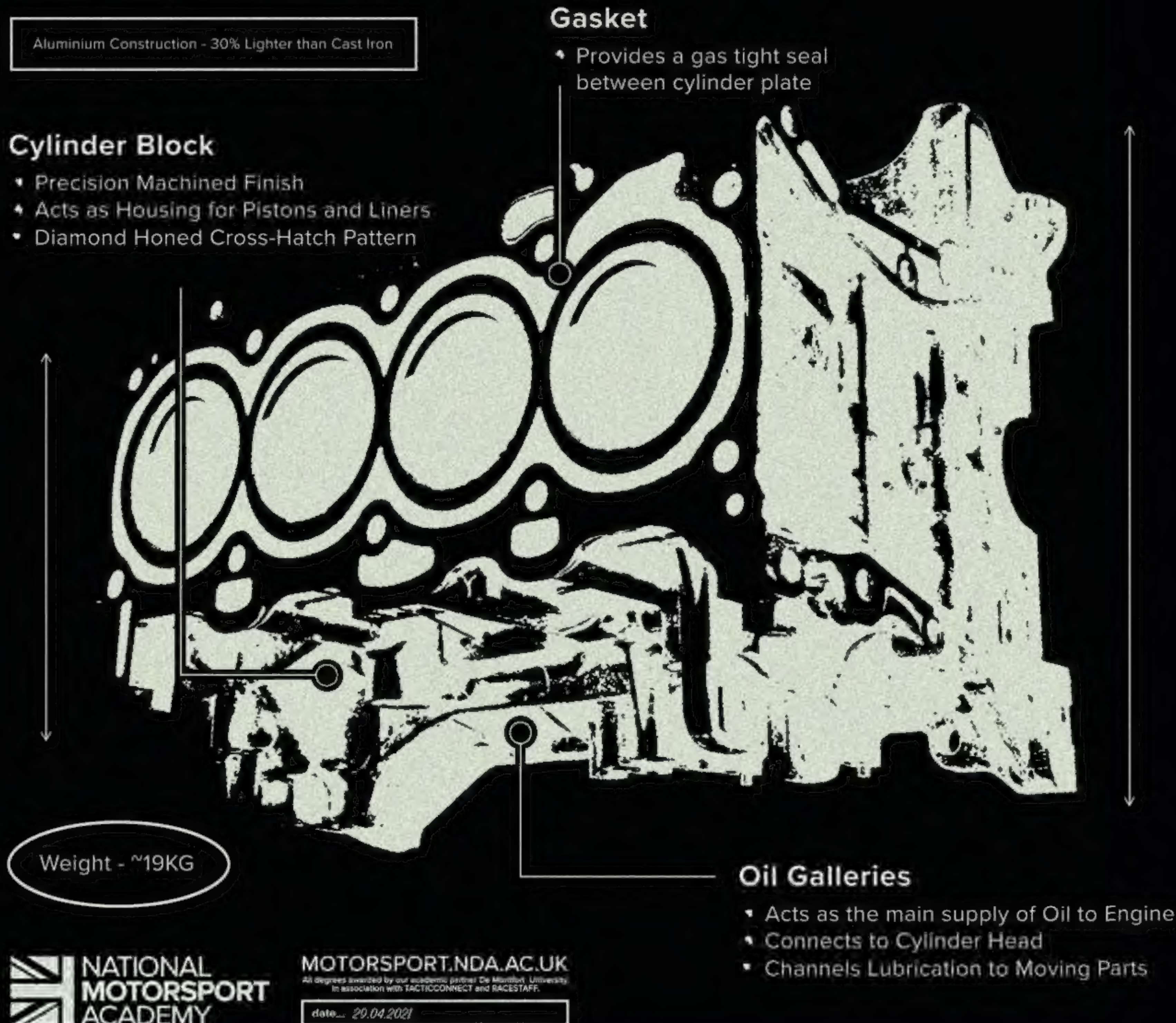
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